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7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 9.30 „	„ 10	„
9.30 „	to 10.00 „	„ 15	„
10.30 „	to 11.00 „	„ 15	„
11.30 „	to 12.30 p.m.	„ 30	„
12.45 p.m.	to 1.15 „	„ 10	„
1.45 „	to 2.15 „	„ 10	„
1.45 „	to 2.15 „	Sats. only 15	„
2.30 „	to 4.00 „	Every 30	„
2.30 „	to 4.00 „	Sats. only 15	„
4.00 „	to 6.00 „	Every 15	„
6.00 „	to 8.00 „	„ 10	„

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6.50 p.m., 9.30 p.m., 10 p.m. 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.

SATURDAYS.

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7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 12.30 p.m.	„ 10	„
12.30 p.m.	to 1.30 p.m.	„ 15	„
2.00 „	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 7.00 „	„ 15	„
7.00 „	to 8.00 „	„ 10	„

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TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations			No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	..	dep.	7.30		8.33		3.30			
SHEK LUNG	..	dep.	8.45		1.17		4.50			
Shum Chun	..	arr.	10.25		2.00		6.40			
		dep.	10.30		4.30	11.43	6.45	2.00	5.23	6.30
Sheung Shui	..	dep	—	8.06	4.37	11.53	—	2.07	5.34	6.38
Fanling	..	dep.	—	8.12	4.57	11.57	—	2.11	5.38	6.39
Taipo Market	..	dep	—	8.17	4.62	12.02	—	2.16	5.43	6.44
Taipo	..	dep	—	8.23	4.54	12.08	—	2.22	5.49	6.49
Shatin	..	dep.	—	8.32	5.00	12.13	—	2.27	5.53	6.54
Yaumati	..	dep.	—	8.44	5.14	12.24	—	2.40	6.05	6.58
Hunghom	..	dep.	—	8.55	5.20	12.36	—	2.53	6.15	7.07
KOWLOON	..	arr.	11.10	9.02	5.33	12.43	7.26	3.01	6.23	7.14

UP TRAINS.

Stations			No. 4 Local. a.m.	*No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 12 Local. p.m.	No. 14 brough express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Last Ferry leave	..	H.K.	6.35	7.55	8.08	10.15	1.06	2.45	8.05	6.00
KOWLOON	..	dep.	6.50	8.06	8.20	10.33	1.13	2.00	8.19	6.15
Hunghom	..	dep.	6.54	—	8.25	10.37	1.21	—	8.23	6.19
Yaumati	..	dep.	7.01	—	8.32	10.43	1.28	—	8.30	6.26
Shatin	..	dep.	7.13	—	8.45	10.57	1.40	—	8.41	6.40
Taipo	..	dep.	7.26	—	8.58	11.10	1.53	—	8.54	6.53
Taipo Market	..	dep.	7.31	—	10.05	11.14	1.57	—	8.59	6.57
Fanling	..	dep.	7.41	—	10.17	11.24	2.07	—	9.07	6.08
Sheungshui	..	dep.	7.46	—	10.21	11.28	2.11	—	9.11	6.10
Shum Chun	..	arr.	7.59	—	10.33	11.38	2.19	3.40	8.23	6.22
SHEK LUNG	..	dep.	—	8.45	10.50	—	—	3.43	—	—
CANTON (Tai Sha Tau)	..	arr.	—	10.40	2.15	—	—	5.30	—	—

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		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	3.20	Shataukok	dep.	10.20	1.05	5.00
Shataukok	arr.	9.25	12.55	3.15	Fanling	arr.	11.15	2.00	5.55

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February 27th & 28th, March 1st & 2nd, 1919.

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Judge.—Mr. F. F. Marshall.

Assistant Judge.—Mr. W. D. Jupp.

Paddock.—Mr. H. P. White.

Starter.—Mr. H. J. Gedge.

Second Starter.—Capt. C. H. Goode.

Time Keeper.—Mr. M. S. Sassoon.

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Yesterday's racing contained sufficient thrills to please the most ardent sportsman, and the day provided, without a doubt, the most successful and enjoyable sport of the three days' meeting. Close finishes were the order of the day, and once again the number of unexpected results that occurred lent an added zest. The weather was fine, and the attendance about the same as on the previous day. Money seemed to be changing hands freely, the first prize in the Cash Sweep for the Champion Stakes reaching $6,932, a figure very much in advance of the prize for the Hongkong Derby.

Mr. Moller had a most satisfactory day, winning the first two and the last two events. Mr. Hill carried off three and Mr. Johnstone two. A glance at the tables of winning jockeys and owners will show that Mr. Hill enjoyed real success in this his first year of Hongkong racing. Between them, Mr. Moller, Mr. Johnstone and Mr. Hill shared more than two-thirds of the successes in the meeting. The Cire stable was easily first, with John Peel's and Sir Paul Chater's stables coming next.

THE SPORT.

Firelight, of the Cire stable, proved its worth by winning the first race of the day in very good company. The pony had run third in the Maiden Stakes on the first day and had beaten Wisdom and Vesuvius Dahlia in the "Black Rock" Stakes on the second day. The reputation which Alexander had not upheld (for it only came second in the Trial Plate on Monday) did not prevent this pony from being most heavily backed for the event. Those who have pinned their faith on the Peel stable have been, on the whole, badly let down, for, barring Wisdom's win in the Maiden Stakes, the much-talked-of pairs did not came up to their expected form. Dusky threw Dalgleish when starting in this race, and galloped off riderless. The race was started without it. Fortunately, Dalgleish was not hurt. It was Mr. Moller's fourth success in the meeting up to that time. Firelight finished in very fine style indeed in this race, covering the last quarter in 30 4-5secs.

Those who had noticed Upwood Park's improved form fancied this pony for the Great Southern Stakes. It had come third in the Jockey Club Stakes on the first day, and second in the Foochow Cup on the second day, so that, with the added recommendation that Hill was up, it was a fair, and, as events proved, a safe gamble. Mr. Hill's riding in this event was remarkable, for the finish between Upwood Park, Daintylight and Burning Daylight was most exciting. It is remarkable that, in this race, Upwood Park's time, 2mins. 40 3-5secs., was an improvement upon the time taken for the same distance by Firelight, Burst Length and Night Hawk in winning races on the first two days. Mr. Hill got his mount to do the last quarter of a mile in 29secs.

It was difficult to make a selection for the Hongkong Stakes. Starlight, the winner of the Garrison Cup; Burst Length, the winner of the subscription griffins' Challenge Cup; Swallow, the winner of the Jockey Cup; and Thames Dahlia, the winner of the Gymkhana Club Cup were all competing. Burst Length went to the post with the largest number of fanciers, but found more than its match in the Cire candidate. Mr. Moller's win was very popular, though the time (3mins. 27 seconds) was several seconds more than that taken in either the Derby or the Foochow Cup over the same distance. Starlight won the Garrison Cup on the first day from Cornhill and Doubtful. Up to this stage, Mr. Moller's ponies, Firelight and Starlight, were the only ponies in the meeting to achieve the "double."

The Ladies' Purse, one of the most sought-after events on the programme, with a history going back to 1848, saw seven starters. Sandy had the largest following, as much on account of its win in the China Stakes as the fact that it was again being ridden by Johnstone. Spotted Sand was also heavily backed, in spite of the fact that it had yet to win a race at this meeting. Such luck had attended the Cire stable that many laid their money on Fairylight, which seemed in the pink of condition as it did a preliminary gallop to suit anyone, for, after keeping in the background, Hill brought his mount away in the last quarter and won by a length from Sandy. He was deservedly applauded for his splendid riding when he walked his pony in. Miss Gurner, a few minutes later, presented the Purse to Mr. Hill in the Grand Stand, amidst a large gathering, including H.E. the Officer Administering the Government. Miss Gurner congratulated Mr. Hill, who, in acknowledgment, said he had not come ready with a speech because he had not expected to win the race, which, he thought, would go to "Johnny." It was, he said, his first win, and he hoped it would not be his last, to which hope Miss Gurner nodded vigorous assent. Mr. Hill presented a handsome bouquet to Miss Gurner, and called for three cheers for the ladies. These were heartily given and Mr. Hill then conducted Miss Gurner to tiffin. The John Peel stable, which just missed the race yesterday, has won the Ladies' Purse 13 times since 1886. Between 1912 and 1917, it has won on every occasion, except in 1914, when the race went to Sir Ellis Kadoorie's Borneo Chief, Dumfries of the John Peel stable being a good second.

When starting for the American Cup, Purity Dahlia threw its rider, Mr. Vida, and galloped off about half-a-mile at a good speed. The pony was retrieved, however, and, in spite of its unwonted exercise, led most of the way and won a grand race. Following on its success in the Lusitano Cup, Purity's success must have been very gratifying to the owner, whose meed of success this year has not been up to his average. Purity Dahlia is a pony that will take some beating over anything up to a mile. The time registered for this race (1min. 51 3-5secs.) was 2 1-5secs. less than that taken by Moonlight in winning the Racing Stakes. When it is considered that it beat not only Alexander, but also Firelight, which had won the "Black Rock" Stakes the previous day, as well as the Grand Stand Stakes, the first of yesterday's events, it will be seen that Sir Paul's little pony (the smallest racing pony in Hongkong) achieved a very noteworthy feat.

When it became known that Hill was riding Siamese Cat in the Phaethon Stakes that pony's possibilities began to be realised, and, though Wisdom (the Maiden Stakes winner), Footlight, Grey Mouse and Pink Eye were all running, great attention was paid to Mr. Soares' candidate. Wisdom, the prime favourite, let his backers down, for Mr. Hill rode a magnificently-judged finish, and Wisdom never looked like a winner. This was Mr. Hill's third win for the day. The time (2mins. 41 1-5secs.) was exactly the same as that taken by Night Hawk in the Jockey Club Stakes, but was a second more than that of Upwood Park in the Great Southern Stakes.

The first real upset for the day—if one excepts the two wins gained by Mr. Hill in the Ladies' Purse and the Phaethon Stakes which lost the characteristic of being surprises because those punters who let their choice fall on the jockeys rather than the ponies, backed Mr. Hill's mount on each occasion—was that provided by Firefly, which won the Rialto Stakes from such good company as Moonlight, Victory Star, Cassius and Cornhill. The start was the worst during the afternoon, and Victory Star got such a lead that, in endeavouring to prevent the others from catching it, it set too hot a pace for itself and was unable to last the mile. One can have nothing but praise for the manner in which Johnstone gradually brought the pony up to the front, and kept it ahead of Moonlight. Seldom has one seen such well-judged riding. Firefly's backers were rewarded with a dividend of $63.80 at the expense of the hundreds who backed Moonlight and Cornhill.

Of the many very good ponies that were running in the Champion Stakes, Mountain King (the Derby winner) was, of course, most heavily backed, especially as Mr. Hill again had the mount. Of the other ponies which were rightly fancied as having a fair chance were Standard Dahlia and Triumph. Siamese Cat having won a mile-and-a-quarter race only an hour previously was not greatly fancied, even for a place. The contest was exciting all the way, and when, after some tense moments, Johnstone piloted Night Hawk in by half a length, with Mountain King only third, it was felt that the John Peel stables had been compensated in some degree for the disappointment suffered in the Derby. The backers of Siamese Cat were pleased to receive $41.30, the pony showing decidedly well at the finish. It is noteworthy that the time taken for this race (2mins. 38 1-5secs.) was the best recorded for the mile-and-a-quarter during the three days. The history of the Champion Stakes goes back to 1870. The John Peel stables won the event first in 1885 as well as in the four succeeding years. Then there was a break till 1895, when Torchlight, of that stable, carried off the honours. Ten years later the John Peel stable again won the race. Its next win was in 1914, so that yesterday's was the ninth of the series. It is noteworthy that the John Peel stable has been placed in this race 26 times since 1884.

The Consolation Race for China ponies was a more open event than many thought it would be, and Daintylight's exciting win by a short head, almost on the post, was due to Mr. Moller's strenuous whipping of his mount in the last hundred yards.

Tambourine's triumph in the event for the Subscription Griffins Consolation was a genuine surprise. Tambourine had done nothing to recommend it, and the few who backed the pony (and received a dividend of $68.10 for their darling) did so because Mr. Muller was up.

THE RESULTS.

THE GRAND STAND STAKES.—Winner $600. Second $200. Third $100. For China ponies *bond-fide* griffins on date of entry. Weight for inches as per scale. Winners of one race 5lbs.; of two or more races 10lbs. extra. Subscription griffins allowed 5lbs. Three-quarters of a mile.

Mr. Cire's Firelight, 11st. 3lbs. (Mr. Moller) 1
Mr. John Peel's Alexander, 11st. 1lb. (Mr. Johnstone) 2
Mr. T. F. Hough's Bend Or, 11st. 1lb. (Mr. Kremer) 3
Mr. Fash's Dusky, 11st. 4lbs. (Mr. Dalgleish) 0
Sir Ellis Kadoorie's Congo Chief, 10st. 12lbs. (Mr. Crokam) 0
Mr. Nemazee's Meymoon, 10st. 12lbs. (Mr. Doyle) 0
Sir Paul's Olympic Dahlia, 11st. 1lb. (Mr. Vide) 0
Mr. D. M. Ross' Grouse, 11st. 1lb. (Mr. Sedgwick) 0

After three false starts, the ponies got well away, with Bend Or in front, Congo Chief half a length behind and Meymoon at the latter's heels. Before the race had progressed a quarter of a mile, Grouse had come up to second place with Congo Chief, while both Alexander and Firelight were seen to forge ahead into third place. When going into the bend, Bend Or was still in front, with four of the others in a bunch about two lengths behind. In the bend, Grouse dropped back and made place for Alexander, who was running so strongly that one fancied it was going to win. Towards the top of the straight Olympic Dahlia and Firelight rushed out of the bunch. The former's effort did not last, but the latter challenged Alexander which was now running level with Bend Or. Firelight finished splendidly, and won the race by three lengths, Bend Or running into third place, half a length behind the John Peel pony.

Time: 1min. 34secs.

Pari-mutuel.		Cash Sweep.
Winner: $21.30		Ticket No.
1,	6.00	330, $924
2,	5.40	315, 264
3,	7.90	281, 132

Unplaced ponies, $25 each—Nos. 108, 314, 5, 94, and 67.

THE GREAT SOUTHERN STAKES.—Winner $600. Second $200. Third $100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 5lbs.; of two or more races 10lbs. extra. Griffins allowed 5lbs.; subscription griffins of any season non-winners allowed 10lbs. One mile and a quarter.

Mr. Robert Macgregor's Upwood Park, 11st. 7lbs. (Mr. Hill) 1
Mr. Cire's Daintylight (late Dainty Sand), 10st. 12lbs. (Mr. Moller) 2
Mr. John Peel's, Burning Daylight, 11st. 1lb. (Mr. Johnstone) 3
Mr. Fash's Black Jack, 11st. 1lb. (Mr. Dalgleish) 0
Sir Ellis Kadoorie's Tytam Chief, 11st. 1lb. (Mr. Knoll) 0

The ponies got away to a good start, Daintylight assuming the lead, with Black Jack, Upwood Park and Tytam Chief trailing behind in that order and Burning Daylight in the rear. When the ponies passed the winning post for the first time, Black Jack was in front by about three lengths, with Upwood Park in second place, Daintylight and Tytam Chief running abreast in third place and Burning Daylight still last. Black Jack increased its lead in the next two hundred yards, but when the three-quarter post was reached Tytam Chief had advanced a couple of lengths. The pace increased, and when the half mile post was reached Daintylight, Upwood Park and Tytam Chief were all abreast in second place. Black Jack only held the lead till the top of the straight when it was assumed by Upwood Park. Burning Daylight had come out strongly and in the straight a great race ensued between Daintylight, Upwood Park and Burning Daylight. Robert MacGregor's pony had the lead on the rails and kept in front. When the ponies passed the winning post they were so close together that a sheet could have covered the three of them. Upwood Park won by a head, a head dividing Daintylight from Burning Daylight.

Time: 2mins. 40 1-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $9.60		Ticket No.
1,	5.80	97, $1,225
2,	7.10	229, 332
		98, 176

Unplaced ponies—$25 each. Nos. 140 and 350.

THE HONGKONG STAKES.—Winner $750. Second $250. Third $125. For China ponies; subscription griffins of this season 1918-1919. Weight for inches as per scale. Winner of the subscription griffins challenge cup 7lbs. extra; non-winners allowed 3lbs. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lbs. One mile and a half.

Mr. Cire's Starlight, 10st. 12lbs. (Mr. Moller) 1
Messrs. G. & G's. First Fiddle, 10st. 12lbs. (Mr. Knoll) 2
Mr. Firework's Burst Length, 11st. 5lbs. (Mr. Johnstone) 3
Mr. Adams' White Fang, 10st. 7lbs. (Mr. Adams) 0
Mr. Buxey's Victor, 10st. 9lbs. (Mr. Vida) 0
Mr. Dash's Gadfly, 10st. 9lbs. (Mr. Sedgwick) 0
Mr. Dryasdust's Stiggins, 10st. 9lbs. (Mr. Crokam) 0
Messrs. Gay Birds' Swallow, 11st. 4lbs. (Mr. Kremer) 0
Messrs. Murray & Leitch's Woodwork-er, 10st. 9lbs. (Mr. Hill) 0
Mr. Nemazee's Jeyhoon, 10st. 12lbs. (Mr. Doyle) 0
Sir Paul's Thames Dahlia, 11st. 4lbs. (Mr. Burkill) 0

A good start saw First Fiddle leading from Thames Dahlia and Starlight, with several others in a bunch just behind, and Swallow in the rear. Starlight assumed the lead when entering the bend for the first time, with White Fang and First Fiddle in close attendance. In the bend, White Fang came out and led for a quarter of a mile, the order when the ponies passed the winning post for the first time being White Fang, Starlight, First Fiddle and Thames Dahlia, with the others in a bunch two lengths behind. Swallow, which had greatly improved its position, overhauled the whole field, and when the three-quarter mile post was reached was leading from Starlight and First Fiddle. Going to the half mile post, Swallow still held the lead but several of the other ponies had come up together and were lying in third place. When going into the bend Starlight robbed the lead from Swallow, while it was noticeable that Burst Length was also gaining ground. White Fang was in the rear, several lengths behind. Down the straight, First Fiddle who had fallen back to third position, rushed out again and came into second place. Starlight won the race by a length and a half, a length dividing Burst Length from First Fiddle.

Time: 3mins. 23secs.

Pari-mutuel.		Cash Sweep.
Winner: $12.90		Ticket No.
1,	7.00	180, $1,288
2,	32.20	322, 368
3,	6.60	399, 184

Unplaced ponies—$25 each. Tickets Nos. 152, 249, 326, 375, 351, 431, 395 and 330.

THE LADIES' PURSE. Presented. $350 added for winner. Second to receive $200. Third $100. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5lbs. extra. Jockeys who have had 3 or more winning mounts in Hongkong, Shanghai or Tientsin 3lbs. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 4lbs. Once round.

Mr. Fash's Grey Goose, 11st. 4lbs. (Mr. Hill) 1
Mr. John Peel's Sandy, 11st. 6lbs. (Mr. Johnstone) 2
Sir Paul's Spotted Sand, 11st. 4lbs. (Mr. Vida) 3
Mr. Cire's Fairylight, 11st. 4lbs. (Mr. Moller) 0
Mr. Dryasdust's Salamander, 11st. 4lbs. (Mr. Crokam) 0
Mr. H. Hancock's Dun Duke, 11st. 4lbs. (Mr. Reid) 0
Sir Ellis Kadoorie's Essex Chief, 11st. 1lb. (Mr. Knoll) 0
Mr. Nemazee's Seyhoon, (late Rochester), 11st. 4lbs. (Mr. Sedgwick) 0

A good start saw Essex Chief cut out the running for the others, with Salamander and Grey Goose in second place, and Spotted Sand and Sandy keeping together about two lengths behind. Nearing the half mile Salamander robbed Essex Chief of the lead and when the ponies were running into the bend the order was Salamander, Essex Chief, Spotted Sand, Fairylight and Sandy, with Grey Goose and Jeyhoon running strongly in the near. Several changes took place in the bend. Fairylight came out on the outside, while Grey Goose rushed into second position in company with Sandy. Two hundred yards later Fairylight dropped back, as also did Salamander and the race down the straight resolved itself into a struggle between Grey Goose and Sandy. Mr. Hill rushed his pony in the last 200 yards and won a fine race, amid much enthusiasm, by a length. Spotted Sand finished third, a length and a half behind Sandy.

Time: 1min. 55 2-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $30.50		Ticket No.
1,	6.00	240, $1,459
2,	5.50	130, 417
3,	5.80	299, 208

Unplaced ponies, $25 each—Nos. 220, 290, 450, 491, and 434.

THE AMERICAN CUP.—Presented by American citizens resident in Hongkong. Second to receive $200. Third $100. For China ponies *bond-fide* griffins on date of entry. Weight for inches as per scale. Winners of one race 5lbs., of two races 7lbs., of three or more races 10lbs. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lbs. Seven furlongs.

Sir Paul's Purity Dahlia, 10st. 11lbs. (Mr. Vida) 1
Mr. John Peel's Alexander, 11st. 1lb. (Mr. Johnstone) 2
Sir Ellis Kadoorie's American Chief, 10st. 9lbs. (Mr. Knoll) 3
Mr. Cire's Firelight, 10st. 5lbs. (Mr. Moller) 0
Mr. D. M. Ross' Grouse, 11st. 1lb. (Mr. Sedgwick) 0
Mr. D. M. Ross' Claret, 10st. 10lbs. (Mr. Doyle) 0

After one false start, the ponies got away together. Purity Dahlia soon obtained a lead of several lengths, with American Chief in second place, Firelight third and Alexander fourth. This order was maintained till the half-mile post, where Firelight took second place, American Chief being then a good third, and Alexander a trifle closer up. The field closed when running down the incline, but Alexander seemed blocked and Johnstone did not get the opening he appeared to be waiting for. In the bend Firelight dropped back, and once again American Chief ran into second place. All this time Purity Dahlia was leading by several lengths. In the straight, Johnstone, on Alexander, came out on the outside, and challenged American Chief for second place, eventually getting home by half-a-length. Purity Dahlia won in a canter, finishing three comfortable lengths in front of Alexander.

Time: 1min. 51 3-5secs.

Pari-mutuel.		Cash Sweeps.
Winner: $18.20		Ticket No.
1,	6.00	410, $1,831
2,	7.40	595, 320
3,	5.60	418, 337

Unplaced ponies, $25 each—Nos. 305, 290, 490.

THE PHAETHON STAKES.—Handicap. Winner $600. Second $200. Third $100. For China ponies that have run at any gymkhana meeting and griffins on date of entry. Non-starters barred. One mile and a quarter.

Mr. Soares' Siamese Cat, 10st. 6lbs. (Mr. Hill) 1
Mr. Fash's Pink Eye, 10st. 10lbs. (Mr. Dalgleish) 2
Mr. Cire's Footlight, 10st. 10lbs. (Mr. Moller) 3
Mr Adams' Crest, 10st. 9lbs. (Mr. Sedgwick) 0
Mr. Horsford's Malcolm, 11st. 7lbs. (Mr. Crokam) 0
Mr Henry Humphreys' Grey Mouse, 10st. 8lbs. (Mr. Knoll) 0
Sir Paul's Vesuvius Dahlia, 10st. 11lbs. (Mr. Burkill) 0
Mr. John Peel's Wisdom, 11st. 3lbs. (Mr. Johnstone) 0
Mr Soares' Black Cat, 10st. 0lb. (Mr. Soares) 0
Mh Staves' Catford (late Gentle Cat), 10st. 9lbs. (Mr. Vida) 0

A good start. Pink Eye went to the front early, and in the first quarter-of-a mile was followed closely by Grey Mouse and Crest. When passing the winning-post for the first time the order was: Pink Eye, Grey Mouse, Crest, Malcolm and Wisdom, with the rest in a bunch a length behind. Grey Mouse held first place for a while soon after the three-quarter mile post was passed, but in the bend the order underwent several changes. Siamese Cat was brought out to the front by Hill, and Grey Mouse and Crest fell back. When the top of the straight was reached Pink Eye was yet in first place, but Siamese Cat was thundering at its heels and half way to the winning-post was running abreast of Mr. Dalgleish's mount. In the last 100 yards Hill forged ahead and won a fine race by half a length. Footlight was third, three-quarters of a length behind Pink Eye.

Time: 2mins. 42 1-5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.	
Winner:	$21.50		
1,	9.50	65,	$1,775
2,	10.40	568,	507
3,	14.80	557,	253

Unplaced ponies, $25 each—Nos. 535, 55, 563, 221, 577, 207, and 123.

THE "RIALTO" STAKES.—Presented by the members of the Hongkong stock exchange. Value $750 to winner. Second to receive $200. Third $100. For China ponies, subscription griffins of this season 1918-1919. Weight for inches as per scale. Winners of one race 5lbs., of two or more races 10lbs. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lbs. One mile.

Mr. Dash's Firefly, 11st. 4lbs. (Mr. Johnstone) 1
Mr. Cire's Moonlight, 11st. (Mr. Moller) 2
Mr. B. Basto's Victory Star, 11st. 3lbs. (Mr. Hill) 3
Mr. Adams' Cassius, 11st. 1lb. (Mr. Knoll) 0
Mr. F. S. Gibbins' Torbay, 10st. 12lbs. (Mr. Crokam) 0
Mr. Medico's Cornhill, 11st. 0lbs. (Mr. Burkill) 0
Mr. Nemazee's Meygoon, 10st. 10lbs. (Mr. Doyle) 0
Mr. Buxey's Hector, 10st. 9lbs. (Mr. Vida) 0

The ponies got into an ugly bunch at the start and several of them were blocked. Victory Star, on the outside, got a lead of several lengths, and held it for half the distance. Cornhill and Meygoon seemed to have the most advantageous positions of the ponies in the bunch. Victory Star's lead had decreased when the half-mile had been reached. In the bend Torbay and Moonlight secured favourable positions, while Firefly crept up into a good place. Victory Star was overhauled at the top of the straight to which it showed the way, and in the run home both Moonlight and Firefly galloped very strongly, gradually beating the leader. Much to the surprise of many, Firefly finished, in splendid style, winning by a length and a half from Moonlight. Victory Star, spent, was half a length behind the Cire pony.

Time: 2mins. 9 2-5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.	
Winner:	$63.80		
1,	11.00	587,	$1,941
2,	8.90	361,	554
3,	9.60	142,	277

Unplaced ponies, $25 each—Nos. 313, 479, 679, 556, and 125.

THE CHAMPION STAKES.—Winner $2,000. Second $500. Third $300. For China ponies, winners at this meeting only. Weight for inches as per scale. One mile and a quarter.

Mr. John Peel's Night Hawk, 10st. 10lbs. (Mr. Johnstone) 1
Mr. Soares' Siamese Cat, 10st. 12lbs. (Mr. Knoll) 2
Mr. G. H. Pott's Mountain King, 11st. 1lb. (Mr. Hill) 3
Sir Paul's Triumph, 10st. 12lbs. (Mr. Burkill) 0
Mr. Fash's Grey Goose, 11st. 1lb. (Mr. Dalgleish) 0
Mr. Robert MacGregor's Upwood Park, 11st. 7lbs. (Mr. Crokam) 0
S. Paul's Standard Dahlia, 11st. 7lbs. (Mr. Moller) 0
Mr. Goahead's Smoke-box, 11st. 1lb. (Mr. T. W. Doyle) 0

A good start. Standard Dahlia was in front for a while, but Siamese Cat soon displaced it, followed by Triumph and Night Hawk. Johnstone piloted his mount to the front in the bend and led the way into the straight. Passing the winning-post for the first time, Night Hawk was leading, with Triumph at its heels and Siamese Cat a good third. When the three-quarter mile post was reached Night Hawk was showing the way, Standard Dahlia and Siamese Cat coming next, then Triumph and Mountain King, while Smoke-box and Upwood Park brought up the rear. This order was maintained to the half-mile post. When rounding the bend Mountain King was hustled forward to second place, with Standard Dahlia and Siamese Cat running abreast in third place. Night Hawk was the first to enter the straight, at the top of which Mountain King was again overhauled by Siamese Cat. Johnstone finished very strongly indeed on Night Hawk a length in front of Siamese Cat. Mountain King was third, and Standard Dahlia fourth.

Time: 2mins. 39 4-5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.	
Winner:	$20.60		
1,	9.80	1,547,	$8,932
2,	41.30	723,	2,552
3,	9.00	998,	1,276

Unplaced ponies, $100 each—Nos. 1,042, 39, 900, 320, and 1,242.

THE CONSOLATION STAKES.—Winner $600. Second $200. Third $100. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lbs. One mile.

Mr. Cire's Daintylight (late Dainty Sand), 10st. 12lbs. (Mr. Moller) 1
Mr. Fash's Pink Eye, 11st. 4lbs. (Mr. Sedgwick) 2
Sir Paul's Spotted Sand, 11st. 1lb. (Mr. Vida) 3
Mr. Dryasdust's Maybe, 10st. 12lbs. (Mr. Crokam) 0
Mr Dynasty's Vivat, 10st. 12lbs. (Mr. Reid) 0
Mr. Fash's Black Jack, 11st. 1lb. (Mr. Dalgleish) 0
Sir Ellis Kadoorie's Formosa Chief, 11st. 1lb. (Mr. Knoll) 0
Mr. John Peel's Burning Daylight, 11st. 1lb. (Mr. Johnstone) 0

Maybe obtained an early lead, with Formosa Chief at its heels, Vivat and Pink Eye just behind, and Spotted Sand fourth. This order was unchanged when the ponies passed the winning-post for the first time. Spotted Sand improved its position soon after the three-quarter mile post was reached. Passing the half-mile post the order was: Maybe, Formosa Chief, Spotted Sand, Pink Eye, Vivat, and Daintylight. At this point Daintylight put on a spurt and gradually overtook the others. When the bend was being negotiated Spotted Sand was in second position with Daintylight and Pink Eye almost level, half-a-length behind. In the straight the race was between Pink Eye and Daintylight. Moller applied his whip to his mount all the way down the straight and caught the judge's eye by a short head. Spotted Sand was third, half-a-length behind.

Time: 2mins. 6 4-5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.	
Winner:	$10.70		
1,	6.60	333,	$2,033
2,	10.40	284,	581
3,	7.10	597,	290

Unplaced ponies, $25 each—Nos. 542, 416, 564, 235, and 13.

THE NIL DESPERANDUM STAKES.—Winner $500. Second $200. Third $100. For China ponies, subscription griffins of this season 1918-1919 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lbs. Five furlongs.

Mr. Soares' Tambourine, 11st. 1lb. (Mr. Moller) 1
Messrs. G. & G.'s Second Fiddle, 10st. 9lbs. (Mr. Knoll) 2
Sir Paul's Avon Dahlia, 10st. 12lbs. (Mr. Vida) 3
Mr. Adams' White Fang; 10st. 10lbs. (Mr. Adams) 0
Mr. Buxey's Excelsior, 10st. 7lbs. (Mr. Mody) 0
Mr. Dash's Gadfly, 10st. 13lbs. (Mr. Sutton) 0
Mr. H. B. L. Dowbiggin's Dalesman, 11st. 1lb. (Mr. Reid) 0
Mr. Dryasdust's Stiggins, 10st. 12lbs. (Mr. Crokam) 0
Dr. Forsyth's Morning Star, 10st. 12lbs. (Mr. Sedgwick) 0
Mr. G. H. Potts' Turf King, 10st. 9lbs. (Mr. Hill) 0
Mr. Wayfoong's Wedding Bells, 10st. 10lbs. (Mr. Doyle) 0

Second Fiddle got off best with a fair lead, being followed by Tambourine and Wedding Bells. Nearing the bend Tambourine was running at the heels of Second Fiddle, while Avon Dahlia had the best position of the rest, who were in a bunch. Second Fiddle was leading at the top of the straight, but Tambourine soon overtook it. A good race in the straight saw Moller's mount finish half a length in front of Second Fiddle. Avon Dahlia ran into third place, three-quarters of a length behind Mr. Knoll's mount.

Time: 1min. 17 4-5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.	
Winner:	$58.10		
1,	15.70	325,	$2,442
2,	15.30	700,	697
3,	14.80	256,	348

Unplaced ponies, $25 each—Nos. 122, 866, 814, 315, 100, 91, 223, and 137.

WINNING OWNERS.

	1ST.	2ND.	3RD.
Mr. Cire	6	5	3
Mr. John Peel	4	5	5
Sir Paul	4	4	5
Mr. G. H. Potts	3	0	2
Mr. Soares	2	1	0
Mr. Gibbings	2	0	1
Mr. Fash	1	4	2
Mr. Fireworks	1	1	1
Mr. MacGregor	1	1	1
Mr. Medico	1	1	0
Mr. Basto	1	0	2
Mr. Goahead	1	0	1
Mr. Horsford	1	0	0
Messrs. Gaybirds	1	0	0
Mr. Dash	1	0	0
Messrs. G. & G.	0	2	0
Sir Ellis Kadoorie	0	1	3
Mr. T. F. Hough	0	1	1
Dr. Forsyth	0	1	1
Mr. Humphreys	0	1	0
Mr. Murray and Leith	0	1	0
Mr. Dryasdust	0	1	0
Mr. Adams	0	0	1
Mr. Dowbiggin	0	0	1

WINNING JOCKEYS.

	1ST.	2ND.	3RD.
Mr. Hill	8	1	5
Mr. Moller	7	0	4
Mr. Johnstone	6	0	7
Mr. Burkill	4	4	1
Mr. Vida	3	1	4
Mr. Knoll	1	3	1
Mr. Kremer	1	1	1
Mr. Sedgwick	0	2	2
Mr. Dalgleish	0	2	2
Mr. Crokam	0	1	1
Mr. Doyle	0	1	0
Mr. Reid	0	0	1
Mr. Adams	0	0	1

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council will be held this afternoon at 4 o'clock in the Council Chamber.

QUESTIONS.

The Hon. Mr. P. H. Holyoak has given notice of the following questions:

(1.) With reference to the following Resolution unanimously passed at a crowded public meeting in the Theatre Royal on the 7th November last:

"That the Government be asked to appoint a Commission to enquire into the Housing Problem and transit questions in connection with the same."

and submitted to the Government in a covering letter from the Constitutional Reform Association on the 8th November, to which the Government replied on the 15th November that

"The Resolution quoted therein will be laid before H.E. the Governor on his return to the Colony,"

in view of the resignation of H.E. Sir Henry May will the Government state what measures it now proposes to take to give prompt effect to the wishes of the Colony?

(2.) With reference to the following telegrams despatched by Reuter's Agent to Reuter's head office in London on the 8th November:—

"Large Public Meeting resolved unanimously that Germans deported from the Colony to Australia should, at the conclusion of the War, not be permitted to return to Hongkong or China but be repatriated to Germany. The Meeting re-affirmed the unaltered conviction that no German subject be allow. to reside in the Colony or trade here for a period of years."

on the 9th January:—

"At a public meeting, it was unanimously resolved to telegraph the Secretary of State for the Colonies asking for reform in the Constitution of the Legislative Council to secure the increase from 6 to 9 of unofficial members, thus giving a majority of the unofficial."

Will the Government state whether these telegrams were suppressed or not by the Cable Censor, under instruction from the Government, and, if so, why?

(3.) Will the Government state when the censorship of commercial, private and Press telegrams is likely to cease?

(4.) Will the Government take steps to urge the Admiralty to include Hongkong in the tour of the Grand Fleet which, it has been announced, will be sent to Australia, New Zealand, and India?

(5.) Will the Government take steps to secure for Hongkong, as public war souvenirs, some of the guns captured from the Germans?

(6.) What was the date of the last census and when does the Government propose to take the next one?

ORDERS OF THE DAY.

First reading of a Bill intituled, An Ordinance to restrict temporarily the persons who may engage in business connected with certain non-ferrous metals and metallic ores.

First reading of a Bill intituled, An Ordinance to prohibit the carrying on of banking business for the benefit of or under the control of certain persons.

First reading of a Bill intituled, An Ordinance to amend the Summary Offences Ordinances, 1845 to 1918.

First reading of a Bill intituled, An Ordinance to authorise the Union Insurance Society of Canton, Limited, to convert its silver capital into gold.

CORRESPONDENCE.

MOTOR CYCLISTS AND THE STAR FERRY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—On several occasions lately I have witnessed what anyone in his right senses must consider a very reprehensible practice indeed. I refer to the habit of certain young foreigners of riding their machines on to and off a crowded ferry to the no small discomfort of the numerous passengers, especially ladies and children, who are exposed to great personal danger and risk of having their clothes soiled. I am sure the countries from which these two young bloods hail would never tolerate such utter selfishness. If the Ferry Co. does not take action immediately, I think the Police should step in and have this nuisance stopped.—I am, sir, yours faithfully,

FAIRPLAY.

Hongkong, February 26th.

BRITISH AND FOREIGN BIBLE SOCIETY.

HONGKONG AUXILIARY.

The report and balance-sheet of the Hongkong Auxiliary of the British and Foreign Bible Society for 1918, which will be presented at the annual meeting in the Helena May Institute on March 4th, states:—

The issues of Scriptures, in various languages, by sales from the Depôt in Wyndham Street, during 1918, amounting to 6,432 copies, are deemed encouraging. In addition, sales were effected from Kowloon, through the Rev. H. E. Anderson, sub-agent of the Society, who thus disposed of 3,267 copies, whilst by means of colportage, under the immediate control of the sub-agent or supervision of missionaries, there was a further distribution, by sales, of 112,653 copies, an advance of 30,000, approximately, on the figures of the Hongkong Auxiliary for the year 1917.

The aid derived to the Society from collections in Churches is less by $144.21 than the amount accruing therefrom in 1917. Funds obtained through the Ladies' Committee reached a slightly higher total than the amount recorded in the previous year. In this connection the Committee observes, with much appreciation, the work done for the Society by St. Andrew's Church. Worthy tradition, in this regard, is worthily maintained and honour is done to the memory of the late vicar, whose devotion to this branch of service was a distinguishing feature of his ministry in the Colony.

As respects the total income raised in Hongkong by this Auxiliary, during the twelve months, a slight falling off, sufficiently accounted for by conditions not for a moment to be overlooked, will not abate the zeal of the Society's local friends whose privilege it is to advocate claims and to uphold activities that are, in deepest meanings, essential.

The following extracts from B.F.B.S. statements, recently published, set forth the magnitude of its operations in the Far East, as a factor of moment in reconstruction:—"In China, the astonishing demand for the Scriptures continues to surpass all precedent. During the month of May, when the largest distribution took place, 462,000 were sent out from the Society's headquarters at Shanghai. They were despatched in 273 cases, by railway, steamer or river boat, whilst no fewer than 258 parcels were sent off during the month by post." It is one of the triumphs of the Society that its organization and methods have enabled it to meet so fully the demands of the new time in so wide a field. It further appears, from the same publication, that 1,500 native Christian colporteurs were employed by the Society in countries outside England. A number of these are being maintained by special gifts from individual friends. In China, in Korea, in Japan, in India, in Ceylon, in Palestine, in Malaya, in the Sudan and in Persia, there are now, in all, 227 colporteurs and 65 Biblewomen thus supported, representing 225 contributing friends of the Society.

Concerning operations at the seat of war, it is recorded:—"Last year we gave away 24,300 books, most of them Gospels and Psalters, to soldiers in hospitals or at the front; and to prisoners of war. We also distributed 33,015 Testaments or Gospels which were paid for by special gifts, £194 being sent through the Bible House and 2,000 roubles from a friend in Russia."

The balance-sheet shows that the total receipts of the local auxiliary were $1,987.45. This included $590,25, collected in Churches; and $1,284.30, collected by the Ladies' Committee. The balance in hand at the beginning of 1918 was $42.42, and at the close, $33.93.

TROTSKY AND HIS CHINESE GUARD.

A correspondent writing from Warsaw to the *Times* states:—While torture is consolidating his *régime*, Trotsky, who is much more the dominating factor than Lenin, is living in luxury, guarded by Chinese and Lettish troops, at Moscow, in the Kremlin. He frequently takes journeys, however, on his special train, which an officer who recently saw it described to me as being composed of 15 carriages. Trucks are run at each end, and sometimes in the centre of the train, on which are mounted light artillery and machine guns manned by Chinese and Letts. The remaining carriages hold Trotsky's suite and more Chinese Praetorians. The train is also used by Lenin and Zinovieff, Trotsky's Viceroy at Petrograd. He is organising his troops as steadily as he can. Apparently he has between 100,000 and 200,000 fairly reliable men, besides his bodyguard of 5,000 Chinese and 6,000 to 7,000 Letts. General Barsky, an ex-general of the Imperial Army, has been made the commander of the Bolshevist forces at the huge salary of £100 or more a day. The munition factories have been set to work again, and Trotsky is thinking of an army in millions for the spring. The alternative before men is join or starve.

A RUDE SHOCK.

Happy Valley offers a fruitful field of activity for the light-fingered fraternity during the races.

A Chinese, who attempted to snatch the watch of a fellow-countryman, was rudely disillusioned when he discovered that, instead of a watch, only a police whistle dangled at the end of his victim's chain. In his disappointment and discomfiture, he dropped the whistle and sought escape by mingling in the crowd. The other Chinese, however, picked up the whistle and blew it. A constable speedily appeared and effected an arrest. The prisoner was produced before Mr. J. R. Wood, at the Magistracy, yesterday, and pleaded that he was falsely accused. The Magistrate remanded the case.

LANE, CRAWFORD
AND COMPANY.
FOR THE RACES
ZAIR'S JOCKEY WHIPS
ATTACHÈ CANES and UMBRELLAS
BURBERRY RAINCOATS
SMART NEW STYLES IN
"WALK-OVER"
BOOTS AND SHOES
FOR LADIES AND GENTLEMEN
LADIES' GLOVES AND AMERICAN SILK HOSE
GENTS' GLOVES HATS AND RACE TIES
LANE, CRAWFORD & CO
[18

VICTORIA THEATRE.
9.15 p.m.
Pathe Presents
BABY MARIE OSBORNE
in
"A DAUGHTER OF THE WEST."
MATINEE
Thursday, February 27th, at 5.15 p.m.
THE SLANDER
(By Special Request).
COMING! COMING!
FREEDONY
&
VAUDEVILLE CO.
BOOKING AT ANDERSON'S.
[141

SHING KEE CO.
SODA MERCHANTS,
IMPORTERS AND EXPORTERS
OF
Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.
ALWAYS IN STOCK.
No. 38, Des Voeux Road, West, HONGKONG.
[19

Wm Powell Ltd.
TELEPHONE 346
Are now Displaying
PRETTY FANCY VOILE
BLOUSES
for the Spring.
Also
SEMI-TRIMMED
STRAW HATS.

NEW ADVERTISEMENTS

G. R.

NOTICE.

TENDERS are invited for the supply of Labour and Lighterage for Admiralty Coaling for a period of 12 months certain from April 1st, 1919.

Forms for tendering can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and tenders should be lodged in the Commodore's Office not later than NOON, on March 6th, 1919.

A deposit of one hundred dollars will be required from persons tendering, and will be returned in the event of non-acceptance of the tender.

G. L. PLATT,
NAVAL STORE OFFICER.

H. M. Naval Yard,
Hongkong, February 26th, 1919. [389

DIOCESAN BOYS' SCHOOL,
HONGKONG.

WANTED.

AN ENGLISH TEACHER (Lady). Mornings or Whole Day. To begin duty early in March next.

Apply to—
REV. W. T. FEATHERSTONE,
Headmaster.
[390

G. R.

TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on MONDAY, MARCH 3RD.

Students will be enrolled at the Education Office only, and should apply at once for entry forms.

Hongkong, February 26th, 1919. [385

NOTICE.

ALL Persons interested in DOGS, POULTRY, and PIGEONS, are invited to attend a MEETING to be held in the MUSIC ROOM of the CITY HALL, on FRIDAY, FEBRUARY 28TH, at 6 P.M., to discuss the advisability of holding a combined show in the near future.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND DECLARED for the Year ending 31st December, 1918, at the rate of Two Pounds five shillings Sterling, together with a Bonus of One Pound ten shillings Sterling per share, is payable on and after MONDAY, the 24th day of February, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, February 22nd, 1919. [369

IMPORTANT NOTICE TO INTENDING BUYERS OF ENEMY PROPERTY, HOUSEHOLD FURNITURE AND EFFECTS.

PERSONS of all nationalities are requested not to buy any Property, Household Furniture or Effects from the Germans in Canton, particularly the Berlin Mission in Fong Chuen, the Houses adjoining thereto and the Motor-boat "Maskie," so as to avoid complications, because we have a claim against a number of said Germans and have requested the Court to attach their property, etc., in question.

Bureau of Liquidation of the
DEUTSCH-ASIATISCHE BANK
in Shameen.
[386

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOURED with instructions from The Concerned,

will sell by Public Auction on FRIDAY, February 28th, 1919, at 2.30 P.M.

at his Sales Room, Queen's Road Central,

USEFUL HOUSEHOLD FURNITURE AND EFFECTS,

Comprising:—

Blackwood Furniture, Wardrobes, Chest of Drawers, Dressing Tables, Iron and Brass Bedsteads, Couch, Arm Chairs, Tables, Carpets, Tea-poys, Curtains, Pictures, Ornaments, Iron Cot, Crockery Ware, Frames, Drawing Room Suites, Bronze Figures, Glassware, Book Cases, Brussels Carpets, Overmantels, and Rugs.

ALSO

One Piano, Two Gramophones, One Remington Typewriter, One Franklin Typewriter, One Underwood Typewriter, and a long line of Sundries.

TERMS—Cash on Delivery.

Hongkong, February 22nd, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOURED with instructions from The Concerned,

will sell by Public Auction, on SATURDAY, March 1st, 1919, at 11 A.M.,

at his Sales Room, Queen's Road Central,

25 Dozen Shirts and Pyjamas,
21 " Ladies' Silk Stockings,
50 " Collars,
25 Pairs Blankets (New),
20 Pieces Serge Suit lengths,
10 Dozen Assorted Soaps, and a long line of Sundries.

TERMS:—Cash on Delivery.

Hongkong, February 22nd, 1919. [384

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1919.

SATURDAY (OFF-DAY),
MARCH 1ST.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs KELLY & WALSH, LTD., or at the Gate. Price for the Off-day, $3.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, February 19th, 1919. [347

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course,

Hongkong, February 19th, 1919. [348

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, Pedder Street, Victoria, in the Colony of Hongkong, TO-MORROW (FRIDAY), the 28TH day of FEBRUARY, 1919, at NOON, when the sub-joined resolution, which was passed at the Extraordinary General Meeting of the Company held on the Eighth day of February, 1919, will be submitted for confirmation as a Special Resolution:—

That the Articles of Association be altered in manner following, viz:—

"In Article 82, the word 'five' shall be "substituted for the word 'four'".

The effect of this resolution will be to increase the maximum number of Directors from four to five.

Dated the Fourteenth day of February, 1919.

By Order of the Board,
J. H. TAGGART,
Secretary and Manager.
[334

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, TO-MORROW (FRIDAY), FEBRUARY 28TH, 1919, at 12.15 P.M., for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, February 21st, to FRIDAY, February 28th 1919, (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, February 15th, 1919. [335

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on TUESDAY, MARCH 4TH, 1919, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1918, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company, will be CLOSED from THURSDAY, FEBRUARY 27TH, 1919, until TUESDAY, MARCH 4TH, 1919, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, February 21st, 1919. [364

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions from H. M. VICTUALLING STORE OFFICER to sell by Public Auction,

On THURSDAY,
March 6th, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A QUANTITY OF
ELECTRO-PLATED WARE AND LINEN GOODS,

Comprising:—

Table Napkins, Glass Cloths, Pillow Cases, Face Towels, Huckaback Towels, Bath Towels, Blankets, &c., &c., &c.

Terms:—Cash.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, February 22nd, 1919.

G R.

PRELIMINARY NOTICE.

PUBLIC AUCTION.

The Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction,

at the Hongkong and Kowloon Wharf and Godown Company's Premises,

WAR DEPARTMENT MATERIAL,

As follows:—

250 Rails, weight about 53 tons; SCRAP IRON comprising:—Angle, Round, Flat, Sheet Iron, &c., about 140 tons.

Date of Sale will be published later.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, February 20th, 1919 [351

AUCTIONS

PUBLIC AUCTIONS.

BY APPOINTMENT.

G. R.

HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers,
Share, Coal and General.
Produce Brokers
and
Commission Agents.

PROPRIETORS
"TO-KWA-WAN COAL" STORAGE,

CODES USED BENTLEY'S
A.B.C. 4th & 5th EDITIONS
A1 Telegraphic Code.
Telegraphic Address "MEIRION."
Hongkong.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),

TO-DAY (THURSDAY),

February 27th, 1919, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A LARGE QUANTITY OF
USEFUL HOUSEHOLD LINENS, DRAWN WORK, AND EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners, 18 by 54 in.
A few lots of Attache Cases and Bellow Valises.
(All new goods and small lots to suit purchasers).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

TO-DAY (THURSDAY),

February 27th, 1919, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.,

Comprising:—

Two Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood) Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware,

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 Large Blackwood Screen Blue and white Panels, Side Tables, Chairs, Cabinets, Pictures, Several Carpets new and second-hand.

ALSO

Treadle Sewing Machine (nearly new) by Willcox & Gibbs with all accessories, 1 Piano by Ernest Kaps, Dresden in very good condition and one "Reliance" Typewriter (new).

and

One Badminton Set with Racquets etc.
One Croquet set (full size)
Several Bicycles.
Piano by Collard and Collard in good condition.
(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

TO-MORROW (FRIDAY),

February 28th, 1919, at 11 A.M., at No. 2, Humphreys Building, Kowloon,

THE SUNDRY
VALUABLE HOUSEHOLD FURNITURE,
&c., &c., &c.,
therein contained,
including:—

Large Chesterfield Sofa and Arm-chair (English make), a few pieces of Blackwood Furniture, etc.
Large Brass Bedstead, Wardrobes, Toilet Table, Washstand, &c., &c.
Electric Fittings and Sunblinds.
On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

FOR SALE.

The Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

ONE COMPLETE SET ENGINES AND BOILER IN GOOD WORKING ORDER.

DESCRIPTION:—

Set of Compound Engines, 16 x 33, by 24 stroke.
Boiler, 12 x 10', working pressure 120 lbs. on Veritas survey.

To be sold in one lot, together with Engine Gear, Shafts and Propeller and all piping, &c., connected with the above mentioned Engines and Boiler,

ALSO

Anchors and Chains, Wooden Mast, AND
2 Navigating Compasses.

At present stored at Kwong Tung Cheong's shipyard.

Inspecting orders and further particulars may be had from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 20th, 1919.

INTIMATION

SPARKLING MINERAL WATER.

Pyeris

AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLENDS PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,

ÆRATED WATER MANUFACTURERS,

TEL. 436.

[18

DEATHS.

BERKELEY-MITCHELL.—At a nursing home, suddenly, on December 30th, from influenza, AGATHA MAUD, widow of Capt. Berkeley-Mitchell, of Amoy.

CRISPIN.—At the French Hospital, on February 25th, ADELAIDE (Delle), beloved wife of CHARLES CRISPIN, of Kowloon Docks, aged 47.

Funeral passes the Monument this morning at 8 o'clock. [388

LLOYD.—At Mitcham, on December 26th, CHARLES VINCENT LLOYD, formerly of Hongkong, in his 81st year.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 27TH, 1919.

TO-DAY'S QUESTIONS AT THE COUNCIL.

WE are glad to observe that the Hon. Mr. P. H. HOLYOAK is continuing to exercise the valuable right which unofficial members of the Legislative Council possess of submitting interrogatories to the Government on subjects of public concern. It is a right of which the nominated members never think it necessary, apparently, to avail themselves, although it is a means of eliciting useful information and of preventing important matters from being pigeon-holed indefinitely. On the present occasion, the Government are asked to state what steps they propose to take in order to give prompt effect to the wish expressed by a crowded meeting at the City Hall on November 7th for the appointment of a Housing Commission. At the time, it was promised that the matter should be laid before H.E. THE GOVERNOR on his return to the Colony, but since then the resignation of Sir HENRY MAY has been announced, and if we are to wait until his successor has had an opportunity to acquaint himself fully with local conditions much delay will inevitably arise in dealing with a very urgent problem. Here it may be remarked that, if only for the light which it would throw on overcrowding, the suggestion that a new census should be taken is worthy of acceptance. Next, it is asked whether two telegrams despatched to London by REUTER'S agent, announcing the resolutions passed at public meetings demanding (i) the exclusion of the Germans for a period of years after peace is signed and (ii) greater representation of the community on the Legislative Council, were suppressed by order of the Government, and, if so, for what reason. At first sight it may seem extraordinary that it should be considered necessary to put such a question in view of the fact that definite assurances were given in the House of Commons that the Censorship would never be used in order to shield the Government from criticism, but it is within our own knowledge that the powers conferred upon the local authorities under the Defence of the Realm regulations were stretched to their utmost limit on more than one occasion. Except in one instance, we have had no opportunity of ascertaining the fate of telegrams, but we do know that correspondence addressed from Hongkong to the Press in Shanghai was subject to constant interference when it commented adversely upon local administration. The public will certainly be interested to learn when the censorship of commercial, private and Press telegrams is likely to cease. Though it has not been withdrawn in Great Britain it has been relaxed very considerably. The Naval censorship, for example, has been removed for some time, but, although it is now permitted to mention the movements of the mercantile marine, the local newspapers have never been informed yet that they are at liberty to give the name of any of His Majesty's ships which visit this port. It is only just to say that we have not found the censorship at all irksome for a long time past, and we think that even the authorities will admit that the Realm has been in no greater jeopardy since the Press was left to censor its own news under the regulations made by H.E. THE GOVERNOR in March, 1917, than it was when it was the practice to send to Military Headquarters excerpts from London and Coast Port papers before reproducing them. So long as the regulations remain unrepealed, however, it is always open to some super-sensitive official suddenly to institute a prosecution. It is true that he must first obtain the consent of the Attorney-General, but experience induces the belief that this is given if a *prima facie* case is made out—a condition which the comprehensive nature of the regulations makes very easy of fulfilment—and any transgression of the strict letter of the law is considered, at the Magistracy, sufficient to justify a conviction, regardless of whether or no any harm has been done. In one case, for example, a fine was imposed for reproducing a paragraph from a Shanghai paper about two small warships although the chief witness for the prosecution admitted that, in his opinion, it was unimportant. We were ourselves mulcted for publishing the name of a well-known officer who left the Colony for an unspecified destination, on the ground that we were giving information which might be "directly or indirectly useful to the enemy." Since that date we have camouflaged every officer—in the Navy, Army, mercantile marine and even the Salvation Army—with the prefix "Mr.,"—thereby, presumably, "helping to win the war"—though we notice that the *London and China Express*, issued in London, has throughout the war given them their proper titles when announcing their departure from England to the Far East in Japanese ships. This, we take it, is an evidence of neglect on the part of the Imperial authorities, but we are glad to find that, if we sinned, we sinned in goodly company. The enemy are not likely to be very active on the sea for some time, or to take any very deep interest in the movements of individual officers in this part of the world, and, therefore, we venture to suggest that it is time the present farce was abandoned. In connection with the Navy the Government are invited to urge the Admiralty to include Hongkong in the world tour of the Grand Fleet. Not only would local residents be glad of an opportunity to evince their appreciation of the inestimable services which the Empire's "sure shield" has rendered throughout the war, but the suggested visit would tend to strengthen British prestige in the Far East. In a measure, too, this purpose would be served if some of the guns captured from the Germans were secured for the Colony as public souvenirs of the great conflict which has ended in the triumph of the Allies.

Bishop Brent, the Chaplain-in-Chief of the American Army, arrived in Brussels in December.

The death took place in December of Mr. George Cawston, who was interested in the formation of the Pekin Syndicate.

The following cases of communicable diseases were reported in the Colony for the week ended Saturday:—Cerebro-spinal fever, 9 (4 deaths); diphtheria, 1; enteric fever, 4 (3 deaths); small-pox, 4.

We learn that Lieut. Arthur Douglas May, 7th Battalion, 1st Division Canadian Infantry, younger son of Mr. Alfred J. May, I.S.O., formerly 2nd Master at Queen's College, has been awarded the Military Cross.

It is stated that a firm in Calcutta has applied to the Ceylon Government to consider the feasibility of establishing an aerial service to carry mails and passengers between Colombo and Calcutta and between Colombo and Hongkong.

Captain H. R. Norbury, R.N., whose appointment as Director of Armament Supply was announced recently, was flag-commander to the Commander-in-Chief of the China Squadron (Vice-Admiral Jerram) when the war broke out.

Sir Francis Piggott, formerly Chief Justice in Hongkong, who has already a stately row of volumes dealing with questions of nationality and international law to his credit, is to bring out, in conjunction with Mr. John Yeyland and Professor Omond, several further works dealing with the relations of belligerents and neutrals.

Major-General C. C. Manifold, C.B. C.M.G., Indian Medical Service, appointed honorary physician to the King, served in the China War, 1900, including the Relief of Peking and the actions of Peitsang and Yangstun (mentioned in despatches, promoted lieutenant-colonel, medal with clasp). In the late war he was mentioned in despatches and given the C.M.G. for his services.

Engineer Captain Arthur P. L. Dupen, R.N., was thrown from his horse on the Marsa racecourse on December 26th and killed. During the China Expedition of 1900 the late officer was engineer of the *Phœnix*, and was in charge of the Taku Tug and Lighter Company's Engineering Works in the same year. For his services in this post he was promoted to the rank of chief engineer, and was later placed on the list of engineer lieutenants. Attached to the Naval Brigade for the second relief of the Legations, he received the China medal and the Relief of Legations clasp.

The list of New Year Honours includes a baronetcy to the Right Hon. Sir Maurice William Ernest de Bunsen, G.C.M.G., G.C.V.O., C.B., formerly Secretary of Legation at Tokio and Chargé d'Affaires and Consul-General in Siam. Mr. Aylmer Cavendish Pearson, Governor of the State of North Borneo, and Mr. John Thomas Pratt, H.M's. Consul at Tsinan, China, receive the C.M.G. In the Order of the Indian Empire, Mr. William Alfred Rae Wood, his Britannic Majesty's Consul, Chiengmai, Siam, and Mr. Colin John Davidson, H.B.M. Vice-Consul Yokohama, receive the C.I.E.

The gross proceeds of the opening night of "Pinkie and the Fairies" are to be devoted to the Hongkong War Memorial Fund. For daintiness and beauty no fairy play of a similar nature can compare with "Pinkie." It is a musical play for both adults and children. The Hongkong production has been brought entirely up-to-date, by the introduction of several members out of "The Happy Family," a Christmas play with music by Cuthbert Clark. The public are reminded that the booking opens at Moutrie's to-morrow at 9 a.m. There being no advance booking by vouchers, everyone will enjoy an equal opportunity of obtaining a good seat.

The 1914-15 star will be awarded to the officers and men of the Royal Navy who took part in the operations between September 23rd and November 7th, 1914, resulting in the capture of Tsingtao from the Germans. The star will also be granted to the officers and men of the Royal Navy and the Australian Navy who took part in the operations resulting in the capture of the German possessions in the Pacific in September-November, 1914. The star will also be granted to the officers and men of the British forces employed against Tsingtao—including the 2nd Battalion South Wales Borderers and the 36th Sikhs—and also in the capture of Samoa and other possessions of the Germans in the Pacific.

DISTURBANCES IN GERMANY.

AMERICAN DEMOCRAT'S CRITICISM OF THE LEAGUE OF NATIONS.

AMERICANS OPPOSE BRITISH DRAFT OF THE LABOUR CHARTER.

PLOT AGAINST PRESIDENT WILSON.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE PEACE CONFERENCE.

INTERVIEW WITH M. PICHON.

PARIS, February 24th.

M. Pichon, interviewed by a representative of Reuter, stated that M. Clemenceau's condition on February 23rd was very satisfactory. The Premier confidently hoped soon to resume work in the Cabinet and at the Conference.

M. Pichon was of opinion that the preliminaries of the Peace Treaty might be ready for signature by the middle of May. This does not signify the final peace settlement, but merely the laying down of the preliminaries on which the Associated Powers wished to conclude peace.

The Conference has not yet considered the question of the fate of the German Fleet.

The Reparation Commission was now on the point of reaching an agreement as regards what constituted reparation. The question of making German-Austria and Hungary pay indemnities was not yet considered.

There was reason to believe that the Spartacist movement had taken strong hold in Bavaria. Munich was in a state of civil war.

The Peace Conference was about to reach an agreement as regards Russian policy when M. Clemenceau was incapacitated. He was of opinion that there would not be much difficulty about that as soon as the Premier was restored to health.

ALBANIA.

HER CLAIMS REFERRED TO COMMITTEE FOR GREEK AFFAIRS.

LONDON, February 24th.

The Press Bureau says:—

A *communiqué* from Paris states that at a meeting of the representatives of the great Powers, at which Marshal Foch was present, the Albanian claims were referred to the Committee for Greek Affairs.

BRITISH FINANCE.

CONTROL OF CAPITAL ISSUES.

LONDON, February 24th.

The Press Bureau says:—

The Treasury states that it is impossible to dispense altogether with the control of capital issues, but it is necessary to reconsider the principles governing their sanction to avoid placing unnecessary obstacles in the way of providing capital for the speedy restoration of commerce and industry. In view, however, of the numbers of fresh issues, it is expected that a new Defence of the Realm regulation will be made, prohibiting issues, except under the Treasury's licence and capital issues.

THE BRITISH ADMIRALTY.

NO CHANGE IN THE OFFICE OF FIRST SEA LORD.

LONDON, February 25th.

The Admiralty denies that a change is impending in the office of the First Sea Lord.

INTERNATIONAL LABOUR LEGISLATION.

PENALTIES FOR FAILURE TO CARRY OUT OBLIGATIONS.

LONDON, February 25th.

The Press Bureau states:—

A *communiqué* from Paris states that the International Labour Legislation Commission considered the Articles of the British Draft concerning economic penalties in the event of a State failing to carry out the obligations entered into under an International Labour Convention.

EARLIER CABLES.

AN IMPASSE REACHED.

PARIS, February 24th.

There is a hitch in the International Labour Legislation Commission.

The British draft of the Labour Charter advocates freedom of workers to go from country to country as they please. The Americans strongly oppose this, being anxious to exclude foreign labour from America.

LATEST CABLES.

THE FRENCH PREMIER.

M. CLEMENCEAU MAY BE AT PEACE CONFERENCE TO-DAY.

PARIS, February 24th.

It is anticipated that M. Clemenceau will be able to preside over the Peace Conference meeting on February 27th.

EARLIER CABLES.

SPEEDY RECOVERY PROBABLE.

PARIS, February 24th.

A Havas message states:—

Hopes are expressed that M. Clemenceau will be able to resume work in a few days.

IMPROVEMENT CONTINUES.

PARIS, February 23rd.

A medical bulletin, issued on the morning of February 23rd, says that the improvement in M. Clemenceau's condition continues. Temperature is 98.4; pulse, 68.

GERMANY MUST PAY.

TO THE LIMIT OF HER CAPACITY.

PARIS, February 24th.

A Havas message states:—

No doubt exists that neither Germany nor any other Power could ever possibly afford to pay compensation for damages plus the whole cost of the war. The practical view that is gaining ground among the Delegates is that Germany, being in the position of a bankrupt, in view of her huge liabilities to the Allies, should be made to pay as much as Allied experts estimate can possibly be extracted from her.

M. Pichon stated yesterday that the lines of discussion would be first, to ascertain the total amount that Germany could pay, secondly, to decide how much the Allies should ask finally, in the proportion in which it is recoverable. The sum should be distributed among the different Allies:

M. Pichon discussed the extent to which the Provinces, which formed part of the old Austro-Hungarian Empire, now belonging to new States under the *ægis* of the Allies, will be held responsible for their share of payments due from the enemy. The Czecho-Slovaks accept a share of the responsibility.

EXPEDITING THE COMMISSION'S WORK.

LONDON, February 24th.

The Press Bureau says:—

A *communiqué* from Paris states that the Reparation Commission has decided to hasten the work of the Sub-Committees entrusted with the valuation of damage and the enemy's means of payment.

Mr. Hughes was chosen President of the third Sub-Committee appointed to study measures of control and guarantees.

GERMANY'S WESTERN FRONTIERS.

TO BE DECIDED BY THE COUNCIL OF TEN.

PARIS, February 24th.

A Havas message says:—

Probably, the question of German's western frontiers will come before the Council of Ten this week.

GERMANY.

THE NEW CONSTITUTION.

COPENHAGEN, February 23rd.

A message from Berlin states that the revised draft of the constitution of the Empire which is to come before the National Assembly on February 24th aims at uniformity with regard to military matters, communications, customs and taxes, and provides that the States may renounce the right to conclude international treaties. Federal interests will be represented by the Imperial Council with the right of veto, instead of by a Federal House. If the Imperial Council and Assembly disagree, the President can order a referendum or promulgate a law, provided he has a two-thirds majority of the Assembly.

Small States will have no vote and may be re-grouped even unwillingly.

THE POSITION IN BAVARIA.

It is stated that although the Garrison at Munich is on the side of the Spartacists, the Bavarian troops elsewhere are remaining loyal to the Government.

SOVIET GOVERNMENT PROCLAIMED.

A Zurich telegram states that a Soviet Government of Bavaria has been proclaimed, and that it is actively hunting down all counter-revolutionaries.

HERR SIMON APPOINTED PRESIDENT.

The new Soviet Government appointed Herr Simon as President.

THE BAVARIAN SECRETARY FOR HOME AFFAIRS.

MUNICH, February 24th.

Herr Auer was still alive on Saturday, but his condition is critical.

SPARTACISTS IN POWER IN BAVARIA.

LONDON, February 23rd.

The *Berliner Tageblatt* confirms the news that the Spartacists are in power in Bavaria. The Government forces have provisionally submitted to them.

REPORT OF CIVIL WAR DENIED.

A telegram from Munich *viâ* Berlin denies the report of civil war there, and says the workers proclaimed a general strike for three days, but that there were no disturbances.

NEW MINISTRY FORMED IN BAVARIA.

COPENHAGEN, February 24th.

A message from Munich states that a new Socialist Ministry is being formed to which three representatives of Workers, Soldiers and Peasants will be attached in an advisory capacity. It is declared that the Diet will be summoned as soon as possible. The present military forces will be disbanded and superseded by a Republican Defence Militia, composed of members of the Trade Unions and of the Peasants' League.

ESSEN MINERS FAVOUR A GENERAL STRIKE.

COLOGNE, February 24th.

Th Essen miners passed a resolution in favour of a general strike after an uproarious meeting during which revolvers were drawn. The moderate elements were expelled.

GENERAL STRIKE AT BOCHUM.

PARIS, February 23rd.

A message from Berlin states that a general strike has been proclaimed at Bochum.

The Spartacists bombarded the mining establishments near Düisburg. Government troops are marching to Münster and Bortmund.

RUHR REGION STILL UNSETTLED.

COPENHAGEN, February 24th.

The situation in the Rühr basin is still unsettled, in spite of the announcement calling off the strike.

An official telegram from Berlin, while announcing that the Rühr Soviets have accepted the Government's armistice terms, including cessation of the strike and the surrender of arms, stated that it was doubtful whether the Spartacists, especially those in Dusseldorf, would carry out the terms, but Government troops were ready to march with a view to establishing order.

GOVERNMENT INTERVENTION IN HESSE NASSAU.

COPENHAGEN, February 24th.

A message from Berlin states that, owing to sanguinary disturbances, Government troops occupied Hanau in Hesse Nassau and disarmed and arrested the members of the Red Soldiers' League.

UNION WITH GERMAN-AUSTRIA DEMANDED.

COPENHAGEN, February 24th.

The Weimar National Assembly passed a vote of confidence in the Government, and passed resolutions demanding a just peace and union with German-Austria.

MARTIAL LAW PROCLAIMED AT KARLSRUHE.

COPENHAGEN, February 24th.

Martial law has been proclaimed at Karlsruhe.

It is said that the disturbances at Mannheim were instigated by the Spartacists as a protest against the death of Herr Eisner. The Government is determined to prevent outbreaks in Baden similar to those at Rühr and Munich.

STATE OF SIEGE PROCLAIMED THROUGHOUT BADEN.

COPENHAGEN, February 24th.

A message from Karlsruhe says that a state of siege has been proclaimed throughout Baden owing to grave disturbances in Mannheim.

SMALL DUCHY DECLARES WAR AGAINST THE EMPIRE.

BERLIN, February 24th.

The *Frankfurter Zeitung's* Weimar correspondent interviewed Herr Noske, who said that the resistance of the Spartacist troops in their Ruhr region would be shortly broken.

Intervention was necessary in the Duchy of Saxe-Coburb-Gotha, which declared war against the Empire.

It was not intended to send troops to Bavaria.

SPARTACIST LEADER LYNCHED.

COPENHAGEN, February 23rd.

A message from Budapest *viâ* Berlin states that the Hungarian Spartacist leader Belakun has been lynched.

GERMAN STEAMERS CAPTURED.

FOR NAVIGATING WITHOUT AUTHORIZATION.

PARIS, February 24th.

A Havas message states:—

The French torpedo boat *Oriflamme* captured two German steamers navigating in the Baltic without authorization. All the vessels are now on the way to Dunkirk.

THE GERMAN FLEET.

FRENCH PROTEST AGAINST THE PROPOSAL TO SINK IT.

PARIS, February 23rd.

Le Journal strongly protests against the reported proposal to sink the surrendered German fleet in view of the scarcity of metals and machinery, especially in France. It says that the French Minister of Marine is absolutely opposed to such a proposal. France will insist on receiving a considerable part of the German Fleet.

PRESIDENT WILSON.

SPANISH PLOT AGAINST HIM.

NEW YORK, February 24th.

Fourteen Spaniards were arrested on Sunday night in connection with a plot against President Wilson.

RUSSIA.

M. TROTZKY'S "WARNING."

STOCKHOLM, February 24th.

M. Trotzky issued a Proclamation with a warning that the Finland Soviet Government would not remain inactive, if concentration of troops on the frontier continues.

THE POLES AND THE CZECHS

AN EFFORT TO COMPOSE THEIR DIFFERENCES.

WARSAW, February 24th.

An Inter-Allied Sub-Commission is proceeding to Prague for the purpose of composing differences between the Poles and the Czechs.

RUMANIA'S WAR DAMAGES.

LONDON, February 23rd.

Paris reports that Rumania estimates her war damages, as chargeable to the Central Powers, at £1,140 millions, and as chargeable to Russia at £160 millions.

POLAND.

INTER-ALLIED COMMISSION'S PROPOSALS.

LONDON, February 24th.

The Press Bureau says:—

At a meeting of the representatives of the Great Powers, at which Marshal Foch was present, information and proposals from the Inter-Allied Commission at Warsaw were considered.

OBITUARY.

SIR GUY CALTHROP.

LONDON, February 24th.

Sir Guy Calthrop, the Coal Controller, is dead.

FAMOUS ADVOCATE OF WOMEN'S RIGHTS.

NEW YORK, February 23rd.

The death has occurred of Dr. Mary Walker, the famous advocate of womens' rights. She served during the civil war as an assistant surgeon.

THE LEAGUE OF NATIONS.

AMERICAN SENATOR'S CRITICISM.

In the Senate, Mr. Reed, Democrat, declared that a League of Nations meant that America would be controlled by "European monarchs and Asiatic despots." He insisted that the League's Charter conflicted with the American Constitution, and characterised the provision for American military participation as "monstrous."

HOW THE LEAGUE WILL WORK.

LONDON, February 23rd.

Lord Robert Cecil, interviewed by Reuter, declared that it was certain that a League of Nations would be established as soon as the peace preliminaries were signed. The machinery proposed by the Covenant was extremely simple and could be brought into existence without any trouble. Generally speaking, the decisions would only be binding, if reached unanimously, that is, excluding the parties directly concerned in the dispute.

The decision of the League would be enforced by the whole economic and military power of each of the nations forming the League.

AUSTRIA SHOULD BE PERPETUALLY NEUTRAL.

FRENCH PAPER'S SUGGESTION.

PARIS, February 24th.

The *Temps*, referring to the Weimar Assembly's anxiety to annex German-Austria, which had twice in the past fortnight unanimously passed a resolution for it, suggests that Austria should be made perpetually a neutral state.

AMIR OF AFGHANISTAN SHOT DEAD.

MOTIVES FOR THE MURDER NOT DEFINITELY KNOWN.

LONDON, February 23rd.

The Press Bureau states:—

Advices from Kabul state that the Amir of Afghanistan was attacked and shot dead in Laghman Camp, early on the morning of February 20th.

The motives for the murder are at present obscure. No arrests have yet been made.

AERIAL DEVELOPMENT.

NEW ENGINE INVENTED.

PARIS, February 24th.

Dr. Rateau has invented a new aeroplane engine based on the principle of the turbine and designed to produce thirty thousand revolutions a minute, enabling far greater altitudes to be attained and flights to be made from Paris to Algiers in five hours, Paris to Constantinople in eight hours, and Paris to Cairo in eleven hours.

VANITY FAIR.

MR. EDGAR WARWICK'S COMPANY AT THE THEATRE ROYAL.

There was by no means so large an attendance as was anticipated at the Theatre Royal last evening when Mr. Edgar Warwick's Company gave the opening performances of their return season. A few weeks ago the building was packed nightly when these unquestionably clever artistes first visited Hongkong. It may be that most of the European residents have seen them on one or two occasions and question whether they have a sufficiently extensive repertoire to be able to change the whole of their programme again, but, in all probability, the meagre attendance was due rather to the fact that they have come at short notice and only to find that their entertainment clashes with the many private engagements, the dances and dinner parties which have been arranged in celebration of race week.

There is little doubt that for vaudeville especially a good house is essential to complete success. Last evening Mr. Leslie Holmes was as humorous as ever. He is a comedian who is quite capable of making an empty chair rock with laughter, but half the pleasure to be derived from the "set pieces," when the ladies depend upon their pretty frocks and coy glances and a little dainty dancing to put the stalls in a turmoil, is lost if the atmosphere of jollity which comes naturally with an overflowing attendance is lacking. Except for the opening chorus, every item presented by the Company was new, and each was fully up to the standard which has been previously maintained. Mr. George Graystone was in good voice, the medleys in which all took part were attractively designed and as pleasing to the eye as one could wish, the music was "catchy" and everything went with a swing. It may fairly be hoped, therefore, that this evening and during the remainder of their stay in the Colony, the Company will receive the measure of support which they deserve. If this is accorded there will not be much accommodation going begging.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

PRESIDENT RECEIVES FOREIGN PRESS CORRESPONDENTS.

PEKING, February 25th.

The President received the Foreign Press correspondents to-day, who attended on invitation, and talked frankly about Chinese affairs.

PRESIDENT SANGUINE AS TO RESULTS OF SHANGHAI CONFERENCE.

He did not anticipate any difficulty in disbanding the troops or any great difficulty in carrying out whatever settlement the Peace Conference at Shanghai reached because everybody desired peace. There might be a little difficulty regarding details.

FOREIGN CO-OPERATION IN INDUSTRIAL DEVELOPMENT.

The President said he would welcome foreign participation in the development of Chinese industries.

CHINA'S DELEGATES AT PARIS.

The President expressed pleasure at the action of China's delegates at Paris, and said they had done well.

CHINA'S MERCANTILE AERIAL SERVICE.

The Ministry of Communications has signed a contract with the Peking Syndicate to supply six Handley Page aeroplanes to inaugurate a Chinese mercantile aerial service. The machines will be capable of travelling one hundred miles an hour and of carrying twenty passengers or the equivalent in cargo.

It is a straight contract, without any loan.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, February 26th.

OUTRAGE ON BRITISH CONSUL IN WUCHOW.

The Defence Commissioner of Wuchow has reported to the Tuchun that, owing to misunderstandings, a number of recently arrived Kwangsi troops got into trouble with a constable of the British Consulate the other day, and when the British Consul arrived on the scene with a view to mediating, he, also, was attacked and slightly wounded. The troops then tied up the Consul and the constable and brought them to the yamen. As soon as the matter was reported to him, the Commissioner added, he at once sent the Consul back to the Consulate with an escort of armed guards and sent the constable to hospital. The troublesome troops are all detained and are waiting to be shot, in order to express regret to the Consul.

THE INTERNAL PEACE CONFERENCE.

A message from Shanghai states that the questions regarding Shensi affairs, Sino-Japanese secret treaties, the ammunition loan from Japan, and the Peking Government's 8th year public loan were discussed at the Shanghai Conference yesterday.

It was decided that the secret treaties should be disclosed and the ammunition loan cancelled. In regard to the 8th year public loan, the Chief of the Northern envoys explained that the Peking Government was obliged to raise funds from the nation when not allowed to obtain foreign loans.

MILITARY CROSSES.

In view of the good services of the Yunnan troops on the North borders, the Tuchun has awarded more than one thousand Military Crosses to the officers and troops.

PROJECTED PUBLIC LOAN.

The Treasurer proposes to issue public loan bonds to the amount of one and a half million dollars at 8 per cent. interest. The proposal is under consideration.

DEPORTATION OF ENEMIES.

The members of the Berlin Mission have petitioned the authorities, praying that enemy missionaries may be exempted from deportation.

CAMOENS CHAIR OF PORTUGUESE IN LONDON.

The Portuguese Government has made an annual grant of £300 towards the fund to establish at King's College's, University of London, the proposed Camoens Professorship and Department of Portuguese. The study of Portuguese has been carried on at King's College with excellent results during the war; and, in intimating to Dr. Burrows, the principal, the offer of the Government, the Portuguese Legation makes grateful acknowledgment of the interest evinced by the College of furthering the teaching of Portuguese.

The Camoens Professorship Fund (exclusive of the present grant) stands at present at about £8,000. An income of £1,000 is required for the adequate endowment of the department.

THEATRE ROYAL.

—:o:—

TO-NIGHT! TO-NIGHT! TO-NIGHT!

TO-NIGHT! TO-NIGHT! TO-NIGHT!

EDGAR WARWICK

presents

VANITY FAIR

TREMENDOUS SUCCESS OF THE FAVOURITES LAST NIGHT.

FIFTH EDITION TO-MORROW NIGHT.

PLAN AT MOUTRIE'S.

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CUTLER PALMER & CO.'S

JOHNNIE WALKER

SQUARE BOTTLE WHISKY.



SOLE AGENTS IN HONGKONG AND SOUTH CHINA

LANE, CRAWFORD & CO.,

and from All Wine Merchants.

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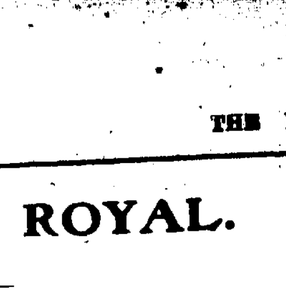
"ASAHI BEER."



SOLE AGENTS

MITSU BUSSAN KAISHA.

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Wind Roughened Skins Soothed by Cuticura

When you return from your auto ride smear the face and rub the hands with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water, using plenty of Soap, best applied with the hands, and continue bathing three minutes.

Soap to cleanse, Ointment to heal. F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Sold everywhere.

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Manufacturers of

"PITTSBURGH PERFECT"

WIRE PRODUCTS

PLAIN WIRE

Hoops Bands Pig Iron Billets

Barbed Wire Wire Nails Wire Fencing

and other Steel and Wire Products

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Hints about Baby

EACH meal for Baby should be freshly prepared and given at a temperature of about 100°F. Use a feeder that can be easily and efficiently cleansed. Never give Baby a "Comforter" which infects the mouth with germs, and spoils its shape.

The Food must be conveyed into Baby's mouth without fear of germ contamination and at a proper rate of flow.

The Allenburys Foods

are easy to prepare, free from germs, and provide complete nourishment; the 'Allenburys' Feeder the simplest and best.

MILK FOOD No. 1 Breast Milk to 3 months

MILK FOOD No. 2 From 3 to 6 months

MALTED FOOD No. 3 From 6 mos. upwards

Allen & Hanburys Ltd., London.



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THE COMMANDEERING OF THE "NORE AND NOVARA."

PUBLIC PROTESTS IN MALAYA.

A meeting of doctors held in the Singapore Cricket Club on February 18th very strongly voiced their indignation and sense of injustice at the commandeering of the P. & O. steamships *Nore* and *Novara* for the repatriation of German women and children from China, resulting in the postponement of the Homeward passages of a number of British women and children, creating a serious danger to their health and lives as to which the doctors alone are able to pronounce.

Dr. Galloway, who was voted to the chair, said that that meeting was called to see what steps they could take to annul or at least mitigate the arbitrary action of the Home Government in commandeering certain vessels which had been practically reserved for the repatriation of local women and children. As medical men, they knew that during the last year or two they had had to face clinical problems with which prior to 1914 they were unacquainted. Those clinical problems were nothing more nor less than the effects of prolonged compulsory residence in a climate such as this, and they had had and still had only one remedy, the obvious one of leaving the Colony as soon as possible. Impressed by these conditions that they had found in their practice, they joined hands with their colleagues of the F.M.S. some months ago in sending a suggestion to the Government that they should see that accommodation was made available as early as possible in the year for the repatriation of women and children. When those matters seemed to be in a fair way to arranging themselves, the news was sprung upon them about the *Nore* and the *Novara*, and they felt that they would be committing a grave breach of faith to their clients and a grave breach of their duty to their profession if they did not lodge a most serious and emphatic protest against the action that had been taken by the Home Government. (Applause.) They had most emphatic support from the F.M.S., Penang and Malacca.

A telegram from Dr. Day, Kuala Lumpur, protesting against the "criminal neglect of sick British" was read. Dr. Sharp, representing the practitioners in Penang, and Dr. Rattray, of Malacca, also protested, by telegram, on behalf of their *confreres*, against the expropriation of passages for Germans.

Finally, the following resolution was adopted:—

"We, the undersigned medical men in Malaya, wish to associate ourselves with the protests which have been made by others against the action of the Home Government in rendering the *Nore* and *Novara* non-available for the repatriation of the women and children from the Straits and Federated Malay States. Those, on the ground of climate alone, have a paramount claim to primary consideration. We view the postponement of the departure of those from the Colony with the gravest misapprehension, and our experience of the last year warrants us in giving an emphatic warning that such postponement cannot be carried out without entailing the gravest risks to the health and lives of numbers of British women and children."

The following was adopted as the text of a telegram to be sent to Sir William Watson Cheyne, Chairman of the Medical Committee of the House of Commons:—

"Medical profession Straits most indignant Admiralty action in giving preference German women to exclusion of passages 90 British women and children from Straits those booked by *Nore*, *Novara* being most urgent invalid cases all needing after long residence in tropics immediate change to Europe. Strongly urge ask question in Parliament."

It was mentioned that H.E. the Governor, had sent three telegrams Home, that lady residents had telegraphed to Mr. Havelock Wilson, and that the local agent of the P. & O. had cabled to the head office.

QUESTIONS AND ANSWERS IN COUNCIL.

In the Legislative Council the following questions were asked by the Hon. Mr. Darbishire.

Is it a fact that two P. & O. Steam Navigation Company's steamers have just been withdrawn from the Straits passenger berth by order of the Home Government in order to provide accommodation for Germans from Shanghai to Europe, and if so.

Will the Government despatch an urgent cable to the Secretary of State for the Colonies on behalf of the unofficial members of this Council demanding that this cruel and thoughtless order be at once countermanded.

The Hon. Mr. W. G. Maxwell read the following replies:—

The Government has received no official information on the subject. It has, however, on the 15th instant received from the Singapore Agency of the Peninsular & Oriental Steamship Company an intimation that they have received from Hongkong the following telegram dated the 14th instant:—

"Admiralty have instructed Commodore *Nore*, *Novara* each steamer required convey 600 repatriated German women children. Both ships must be available Shanghai 1st March. All passenger accommodation required and berths to be fitted at Shanghai for balance in 'tween decks. Have telegraphed Directors urgent *via* Bombay asking for confirmation. Will telegraph further particulars as soon as possible. Anticipate cargo space will be reduced accordingly."

(Continued at foot of next column.)

A PORTUGUESE AIRSHIP IN 1709.

A MACHINE THAT DID NOT FLY.

Men coveted the power to fly—even sacrificed their lives to the hope of winning their way across the heavens—long centuries before the airplane actually rose from the ground.

Archytas, the friend of Plato had the "flying fever," when he put his wooden pigeon swinging from a pulley, and set it in motion by compressed air from valves. Regimontanus had dreamed of flying for years before he made his automaton eagle, which flew to welcome the Emperor Maximilian as he entered Nuremburg, and lighted on the banner that waved above him. Through the Middle Ages men dreamed many dreams of sailing up through the blue in bird-like machines, which dipped, glided, careened, thousands of feet in the air, as they do to-day. They dreamed on, planned, spent long years trying to perfect a flying machine, died—with nothing gained.

No one of that age came so near the fulfilment of his dreams, however, planned so systematically for the aircraft's mechanical perfection as Father Bartholomew Laurent, a Brazilian priest, whose invention of the first "flying ship," in 1709, brought him the grant of a professorship in the University of Coimbra from the King of Portugal, a large pension, and an exclusive right to his patent. Death penalty was put upon any one who presumed upon the "express license of the inventor."

HAD MAIL ROUTES PLANNED.

Father Laurent foresaw the great commercial future of the airplane, and was undoubtedly the first to plan an air mail-route. His flying ship was to carry letters between Portugal and her colonies, which then "bordered the extremities of the earth." The flying ship was eventually to bring an air route for the whole of Europe.

An old London *Post* of December 22nd, 1709, blazoned news of the invention abroad, and reproduced an engraving of the picture. People believed in it. This was no freak invention. Others had failed, but surely a ship of such marvellous design would fly safely, and more speedily than anything travelled on land or sea, making at least two hundred miles in twenty-four hours as her inventor claimed she would do.

In his address before the King of Portugal, Father Laurent, in explaining his invention pointed out to his majesty the advantages of sending instructions to generals in distant battlefields by the flying ship. He also pointed out how quickly necessaries could be brought to places under siege, and how much easier merchants could obtain their wares from foreign ports.

"Many misfortunes and shipwrecks have happened for want of maps," he said. "By this invention the earth will be more exactly measured than ever, besides many more advantages worthy of your majesty's encouragement."

BUT IT COULDN'T FLY.

As a "flying ship," Father Bartholomew's invention was the most wonderful contrivance that could be imagined. The only trouble with it was that it could not fly. For some reason, it never even tried to fly. In every way—logically, arithmetically, mechanically and aeronautically—the Brazilian priest had demonstrated that his machine could not help but fly. But when the great day came for the trial, and all Portugal was agog with excitement—something happened. Perhaps one of the amber heads slipped off the net; perhaps some vandal bored a hole in the bellows—history does not record what happened, except that Father Bartholomew didn't show up and the flying ship didn't go up.

The editor of *Chamber's Book of Days*, published in England sixty years ago, in commenting on the invention, said: "At last a more extended knowledge of gravity and the relations subsisting between us and the atmosphere surrounding our globe has induced us to discard all such fool attempt to emulate the powers of the feathered tribe as chimerical." The editor lived almost long enough to see the first airplane, yet he undoubtedly would have remained incredulous of the uses "flying ships" have been put to in the past war. Could Father Bartholomew have seen their activity his only comment would probably have been, "I told you so."

STRANGE PEACE OFFER.

AN ALLEGED PROPOSAL IN 1917.

Newspapers from Home give very curious accounts of an exceedingly strange story of a peace offer alleged to have been made to Germany and Austria at the close of 1917. The offer, of course, was supposed to have come from President Wilson.

Following on the publication of a letter from Count Czernin, the ex-Austro-Hungarian Foreign Minister, appearing in the *Neue Freie Presse*, the Vienna Professor, Dr. Joffe, publishes a communication from Count Czernin addressed to "a messenger from a confidential agent of President Wilson at Geneva." Dr. Joffe says: "Count Czernin received no peace offer. The offer in question was only made to Germany, but Count Czernin received a brief communication, to which he answered, under date January 2nd, 1918, as follows: 'Your verbal statement interested me in a high degree, and I fully respect the patriotic interest you devote to all these difficult problems, but, after further consideration of your communication, I come to the conclusion that for tactical and political reasons it is inadvisable at the present moment, and probably also in the immediate future, to spin this thread further. I have the honour to request you for the moment not to go abroad and propose, Sir, at a suitable moment, to communicate with you for the purpose of securing your valuable co-operation.—Czernin, M.P. (Minister Plenipotentiary).'"

Dr. Joffe further states that the offer of peace from President Wilson was not received by the German Under-Secretary of State, Baron von dem Bussche, on September 10th, 1917, but on December 10th of that year. Dr. Joffe adds that he thinks it remarkable that the Wolff Bureau on November 20th and 21st, 1918, denied the receipt of any peace offer from any of the belligerent Powers. "It shows," he says, "that even to-day, after the revolution, the German Foreign Department continues to employ the old methods which have brought Germany so much unspeakable misery."

Upon the receipt of this information, His Excellency at once sent a very urgent telegram to the Secretary of State as follows:—

"Very urgent. Am informed that Admiralty have requisitioned *Nore* and *Novara* to repatriate Germans, and all accommodation for British women and children cancelled. If this correct, it will cause intense public indignation. Straits booking by these ships mostly women and children with medical certificates. See my telegram of 12th February."

I may say that the first telegram that His Excellency sent to the Secretary of State on the subject of passenger accommodation for women and children was dated the 14th December, and that it was sent at the request of the medical practitioners of Malaya.

His Excellency said that if the unofficials wished him to send a further message he would be glad to do so.

The Hon. Mr. Darbishire said the opinion on that side of the House was that they would be glad if another message were sent.

STRAITS SETTLEMENTS ASSOCIATIONS' ACTION.

The Straits Settlements Association has cabled Home to the London Branch to move in the matter and several firms have cabled privately.

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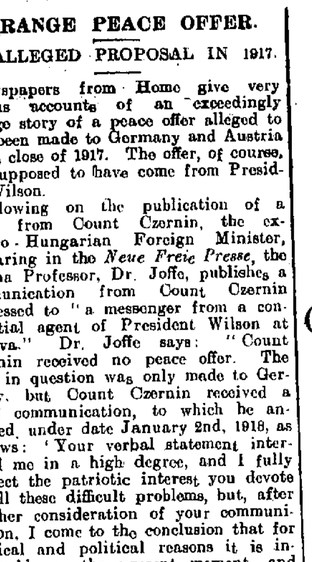
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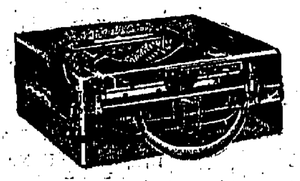


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GERMANY'S DEFEAT.

ATTRIBUTED BY CAPT. PERSIUS TO LIES.

VON TIRPITZ' FAILURE.

The great mass of the German people still stands astounded (writes Capt. L. Persius, Germany's foremost naval critic) before the riddle of how it was possible that the military collapse could come so suddenly, and particularly how it happened that the body blow that felled the old *regime* was dealt by the navy.

There were many who, until quite recently, harboured the hope that our high seas fleet would fight a second Skagerak battle and that thereby the doom of British domination of the seas would be sealed just as it was almost universally believed that our *U-boats* would, in a short time, force England "to her knees."

All these hopeful ones were blinded by the lie—the lie which was one of the chief weapons of our warfare on land and sea. Lie and bluff celebrated veritable orgies, particularly under Tirpitz and Capelle.

"U"-BOATS IMPOTENT.

The innocent people did not know that for a year we could speak of our "high seas fleet" only in a limited way; they did not know that actually the *U*-boat squadrons were equal to the task that was set them only in the mouths of the leaders of our fleet, never in reality; they did not know that the "Prussian system" had been long since sentenced to death and damnation.

They did not know that the soldiers and engineers, this magnificent human material, infinitely good-natured and devoted, must finally be driven to despair by the wrong kind of treatment and other factors. All these things can be only briefly alluded to in the frame of this article.

Those who knew the truth had their lips sealed by the censorship. Those who were honest and upright and whom the ardent love of their country and their people commanded to give warning against under-estimating the enemy and over-estimating our own power were muzzled in every way.

Despite all the obstacles and the sharp restriction, this writer has unswervingly endeavoured to tell the truth. Naturally, this was possible most of the time only "between the lines," and thus much remained hidden to the eyes of those whose perspective was not properly set to look for the many tricks of deception.

OUTNUMBERED BY ENGLAND.

What are the facts? In November, 1914, we had a little over a million tons of naval shipping against the British 2,200,000 tons. The German material was inferior to the British, thanks to the mistakes of Von Tirpitz. Our ships of the line, battleships and cruisers, were of smaller displacement than the British: they were less powerfully armed and possessed less speed.

If one compares the strength of the two fleets, and remembers that the Russian Baltic fleet of 2,000,000 tons was, up to Russia's collapse, to be counted on the enemy's side—the French naval forces were for the greater part arrested in the Mediterranean by the Austrian fleet—it is clear that our fleet had slim chances.

In spite of this, the personnel of our navy has, as far as was possible with the deficient material and in the circumstances, made an extraordinary record. With very few exceptions the officers and men stood the trying test brilliantly.

On nearly every occasion our defeats were traceable to the Von Tirpitz wrong-building policy. Think, for instance, of the duel between the *Emden* and the *Sydney* on November 9th, 1914, when the glorious raiding cruiser of Captain von Mueller came to an end. Both vessels had been built in the same year; the *Sydney* had 15.2-centimeter guns, the *Emden* only 10.5-centimeter guns. The *Sydney*, with her one-third larger calibre guns, naturally could fight the *Emden* down easily without even coming within the *Emden's* range. Similar conditions provailed in the fight off the Falkland islands.

In the Skagerak battle our fleet was saved from disaster by three things:—

(1.)—The clever leadership of Admiral Scheer.

(2.)—The clumsy handling of the English fleet by Admiral Sir John Jellicoe.

(3.)—The low visibility.

Had the weather been clear and had the opponent had a determined leader, the outcome of that battle would have been, for us, destruction.

TREMENDOUS LOSSES.

The British guns, of so much more powerful range than our own, would have shot our feebly-armed vessels to cinders. But despite the fortune that smiled upon us, the losses which our fleet suffered were tremendous, and on June 1st, 1916, it was clear to everyone who knew the actual conditions that that battle would be and must remain the only one. This, in fact, had been frankly admitted by the competent authorities.

Tirpitz drew no lessons from the events of the war. Commandants of *U*-boats and torpedo boats were continually clamouring for bigger guns; vainly the airship commanders complained that their motors were constantly breaking down and that they must have better ones manufactured by firms other than those favoured by the marine administration. Vainly commanders urged that their crews were being criminally sent to their deaths.

TIRPITZ STUBBORN.

Tirpitz remained deaf, even in the face of Weddigen's great feat with the *U-9*. From all sides he was being besieged with the demand to drop everything else to build only *U*-boats. He would not listen to it. Thus, under him and under his successor, Capelle, numberless valuable workers were, until October 1st, 1917, employed in building useless big fighting ships which could never be put in service during the war.

At last, on October 1st, 1917, Reichstag deputies like Struwe and Gothein succeeded in gaining the ear of the army command—and those of the marine ministry. The result was an order to discontinue construction of dreadnoughts and battle-cruisers.

(Continued at foot of next column.)

Meantime the material for *U*-boat construction had become so scarce that, in order to keep on building submarines, ships of the line and other vessels had to be taken to pieces. At the beginning of 1918 the following vessels had thus been put out of commission:—

Ships of the Line—Schlesien, Schleswig-Holstein, Hanover, Deutchland (which had only been launched in 1910), Lothringen, Preussen, Hessen, Elsass, Braunschweig, Mecklenburg, Schwaben, Wettin, Wittelsbach, Kaiser Barbarossa, Karl der Grosse, Wilhelm der Grosse, Kaiser Wilhelm II., Friedrich, Brandenberg, Woerth, Wuerttemberg, and Baden.

Eight armed coast guards of the Aegir and other classes, the armoured cruisers, Roon, Yeinrich and Bismarck; five of the Hanza class, Kaiserin, Augusta and finally the small cruisers Strassburg (only launched September 4th, 1911), as well as fifteen other cruisers.

Thus, in 1918, our high seas fleet, as far as big fighting ships were concerned, consisted only of the dreadnoughts, the line ships of the Nassau, Heligoland, Kaiser and Markgraaf classes and a few battle cruisers.

With the putting out of commission of all the other "creations" of Von Tirpitz, it was thus admitted that these "creations"—that is, all ships which Tirpitz had built during his incumbency in office, 1897-1916, at the cost of untold millions—were useless and incapable of fighting British ships.

ENGLAND DID NOT STARVE.

Now as for the *U*-boat. Submarine warfare on merchant ships was declared and then unrestricted warfare, and the people were assured by imperial decree and other utterances that England must within the briefest span of time surrender, "starved into submission."

But the weapon that would have been necessary for that sort of warfare was virtually non-existent. Nor was it created to any extent during the war. Capelle, too, built only a very limited number of *U*-boats. Those he ordered, would have been ready for action in 1919 and 1920.

To complete a large *U*-boat of some 800 tons required at first roughly 24 months, later 30 months and more. The smaller boats of between 127 tons were some times completed within thirteen months.

But official utterances were for ever alluding to the tremendous numbers of *U*-boats we were supposed to possess, and it was asserted the losses were many times replaced by new craft.

That was not true. As regards the losses and replacements, I cite in support of my assertion the figures of 1917.

NEW BOATS.

	Placed in service.	Losses.
January	6	4
February	3	3
March	4	6
April	4	1
May	6	5
June	8	3
July	10	4
August	12	11
September	8	1
October	12	12
November	5	7
December	5	9
Totals	83	66

To give a picture of our strength in *U*-boats, the following figures may serve:—

1917.

April	120	front boats.
June	124	"
August	134	"
October	146	"
December	137	"

1918.

January	133	front boats.
February	130	"
April	128	"
June	113	"

NEW GERMAN WEAPON.

MACHINE-GUN THAT IS FIRED LIKE A RIFLE.

The latest German weapon is a sort of miniature machine-gun. Actually it is an automatic carbine, firing some thirty or forty shots a magazine, but for all practical purposes it can be regarded as a light one-man machine-gun, fired from the shoulder and extremely light and handy for close quarter use.

The weapon uses the standard German pistol ammunition instead of the usual rifle cartridge. Therefore it has not a very long range, and is neither as powerful nor as dangerous as a real machine-gun or automatic rifle. The barrel of the weapon is considerably longer than the regulation German Army pistols, and though it fires the same cartridge, this extra barrel length gives it a greater range than the pistol and far greater accuracy.

It is probably a useful weapon at ranges up to two hundred yards, and capable of being unpleasant at considerably longer distances. Even at close range its bullet possesses little stopping power, and hardly a fifth of the penetrative power of the ordinary service rifle bullet.

In appearance the weapon is like a short carbine of clumsy design. The barrel is encased in a perforated steel jacket rather like those on our aeroplane Lewis gun which fulfils a double purpose. It helps to cool the barrel and it prevents the firer burning his hand on the hot barrel of the weapon.

The most ingenious part of the device is the magazine. This is a long slide similar to the usual magazine in automatic pistols, but at the end it has a round drum containing an extremely powerful spring which feeds the cartridges to the chamber. The magazines hold thirty to forty of the little pistol cartridges, and fresh magazines can be pushed into place in a few seconds. All that the firer has to do is to place the weapon to his shoulder and pull the trigger for each shot. The arm fires as swiftly as he can move his finger.

The new gun is interesting, and may prove to be the first step towards reconsidering the design of all military rifles and ammunition.

BRITISH RAILWAYS' FUTURE.

GOVERNMENT ASPECTS OF NATIONALIZATION.

Mr. Churchill's reminder, in a speech delivered at Dundee, writes the Lobby correspondent of the London *Daily News*, that the Government had decided on the nationalization of the railways, was no doubt a bit of election campaign ammunition. But why the statement should have surprised the public, or the City, is not clear, except that memories are short, and the world events have made them shorter than usual.

That this was the policy of the Government was stated in the *Daily News* on November 19th last; but it was stated by Mr. Lloyd George, in effect, on March 20th last. The Prime Minister, then addressing a deputation from the Trades Union Congress Parliamentary Committee, said he was in complete sympathy with the general character of the proposals for railway and canal nationalization put before him.

BETTER WAGES.

"The credit of the State," he added, "would enable them to pay lower interest for borrowed capital, to pay better wages to railway workers, and to provide better facilities to the travelling and the trading public."

Sir Albert Stanley, on April 9th, addressing the Association of Chambers of Commerce, expressed himself against the continuance of the control of trades and industries after the war, with the exception of railways and canals. "I do not believe," he said, "that it would be in the national interest that the railways and canals of this country should revert to the pre-war state."

It has, indeed, been a commonplace of politics during the war that the State control of our railways having once been assumed, it would never be relinquished. And a further matter, now over-laid in the public memory, is that there was so strong a movement for railway nationalization in the country and Parliament the year before the war, culminating in the Royal Commission presided over by Lord Loreburn, that by now this step would have been taken if there had been no war.

THE COST.

When that Commission was appointed, in October, 1913, Mr. (now Lord) Buxton, speaking as President of the Board of Trade, said the step was required owing to the increasing friction between the railways and the traders of the country. The cost of a railway nationalization scheme was much discussed in public in the autumn before the war, and something like 150 members of Parliament were ready to press the matter.

One estimate, which has recently been given, is that the purchase price, calculated on the basis of pre-war market prices for the existing securities, would be a little over £648,000,000. The nominal paid-up capital is to be reckoned approximately at £1,360,725,000, and the income on the undertakings at approximately £52,140,000.

GOVERNMENT CONTROL.

It was in the first month of the war that the Government took over the control of the British railways, leaving to each company its domestic organization, but appointing an executive Committee of the General Managers to control the railways as a whole on behalf of the Government. The property and rights of the shareholders were preserved by the Government guaranteeing to each company the net income for 1913, that being the last complete year before the war, and by arrangements as to capital and maintenance of the properties. The bonus to railway *employés* and its subsequent increases are borne wholly by the Government as a working expense.

There is reason for saying that the Railway Executive Committee are now considering what relaxation is to be made of war-time restrictions, and how soon. These they will probably report should include mitigations of the increased fares, season-ticket rules, and limitations on luggage. Railwaymen's demobilization from the Army is to be hastened.

The Government's canal scheme does not appear to be in so forward a state. On another question, there are many who hold that the State control of the mines, now that it has been assumed, cannot be relinquished, and that their reversion to private ownership would spell industrial trouble. But, on this subject, so far, the Government have been cautious to avoid making any definite statement.—"A.P.N."

CANADIAN CORPS RECORD.

"NEVER LOST A GUN."

Acknowledging a message of congratulation from the Canadian Press Association, representing the entire Press of Canada, Lieut.-General Sir A. W. Currie, Commanding the Canadian Corps, sent the following message:—

"The Canadian Corps warmly appreciates the congratulations of the Canadian newspaper delegation. Tell the people of Canada that the corps is more, more than proud of its efforts to satisfy at home. In the last two years' strenuous fighting the corps never lost a gun, never failed to take its objective, and has never been driven from an inch of ground after once it had been consolidated, while the casualties among the rank and file bear the smallest percentage in proportion to its strength of any force in the British Army."

Mr. J. F. B. Livesay, Canadian correspondent at the front, states that before leaving Mons the Corps Commander, Lieut.-General Sir Arthur W. Currie, was presented by the city authorities with a medal in gold, specially struck in his honour, and inscribed as an appropriate souvenir of the liberation of the city by the Canadian Corps. Replicas will be distributed among the Canadian troops who participated in the capture of Mons.

A. D. C.

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H. BRISTOW WALKER and HENRY G. COPELAND.

To BRITONS EVERYWHERE—

Of the Eight Old "Arethusa" Boys in H.M.S. "Vindictive" at Zeebrugge, one secured the V.C. the others the D.S.M.

Altogether over 2,400 Old Boys are in the Royal Navy, many were in the Jutland battle, the Falkland Islands battle and other engagements in the East and in the North Sea.

It is of the utmost importance that the splendid work of the "Arethusa" Training ship should be well maintained. 6,500 Boys are in the Mercantile Marine, and a further 4,000 are spread over the British Army's varied services. These facts should make an appeal hard to resist. If the Society to which this vessel belongs, and its Eight Country and London Homes are to be maintained without a shortage of funds, it can only be accomplished by an increase of Subscriptions and Donations and by Special Gifts to the War Emergency Fund, to enable it to meet the increased cost of food and materials.

The Committee plead earnestly for a generous response and all gifts will be promptly and gratefully acknowledged if sent to 164, Shaftesbury Av., W.C. 2.

[350

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DAIRY FARM NEWS

Butchers' Meats

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RABBITS, HARES,
SAUSAGES BRAWN,
PRESSED BEEF,
PURITY, EXCELLENCE.
68

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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
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151

AMERICAN & MANCHURIAN LINE.
(Ellerman & Bucknall S.S. Co. Ltd).

THE Steamship
"BLOEMFONTEIN"
will be despatched for
NEW YORK VIA PANAMA CANAL
on the 8th February.
For freight and further particulars apply to—
THE BANK LINE, LTD.,
General Agents.
[45

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. 'COLOMBIA" VOY 9-OUT

FROM SAN FRANCISCO, HONOLULU JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on February 24th, 1919, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after February 26th, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
Alexandra Buildings.
Hongkong, February 20th, 1919. [360

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"ELPENOR"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after February 24th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10.15 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after March 2nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before March 10th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 24th 19 [379

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel when available, secured before departure from Hongkong.

Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the homeward Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to

PAUL,
Superintendent.

SHIPPING NEWS

ARRIVALS.

February 25th

Chai Yek, American str., 747 tons, Capt. Drozso, from Manila, which port she left on February 21st.—Standard Oil Co.

February 26th.

Buzen Maru, Japanese str., 1,088 tons, Capt. Masumoto, from Ching Wan Tao which port she left on February 19th, with a cargo of coal.—Y.K.K.

Chong Fu, Chinese str., 558 tons, Captain Weatherhead, from Haiphong with a cargo of rice.—Hung Lee & Co.

Dodoka Maru, Japanese str., 913 tons, Capt. Miyakashi, from Haiphong, with a general cargo.—O.S.K.

Kaiphong, French str., 177 tons, Captain Pannier, from Haiphong, with a general cargo.—Seng Kee & Co.

Haitan, British str., 1,175, Capt. Stewart, from Swatow, with a general cargo.—Douglas S.S. Co.

Kiukiang, British str., 1,228 tons, Capt. Peacock, from Wuhu, with a cargo of rice.—B. & S.

Kumokata Maru, Japanese str., 779 tons, Capt. Kakumi, from Bangkok, which port she left on February 19th, with a cargo of rice.—Y.K.K.

Shinyo Maru, Japanese str., 13,039 tons, from San Francisco *viâ* Manila, which latter port she left on February 24th, with a cargo of silver and provisions.—T.K.K.

Shun Cheong, Chinese str., 235 tons, Capt. Xavier, from Macao.—Wo Hing S.S. Co.

Tjikini, Dutch str., 2,898, Capt. E. H. Kroes, from Batavia, with a general cargo.—J. C. J. L.

Verdun, French str., 174 tons, Captain Nicolai, from Haiphong with a general cargo.—Seng Kee & Co.

Vulcanus, Dutch str., 707 tons, Capt. J. P. de Bruin, from Tamsui.—Asiatic Petroleum Co.

PASSENGERS.

ARRIVALS.

Per s.s. *Shinyo Maru*, from San Francisco, February 26th:—Mrs. R. E. Alexander, Mr. G. A. Adam, Mr. I. D. Adam, Mr. W. L. Acherson, Miss A. Atkinson, Mr. S. De Alves, Mr. W. Alexander, Rev. A. S. Anderson, Mr. R. H. Beavan, Mr. Wm. Braid, Mrs. B. G. Briggs, Mr. L. M. Briggs, Mr. B. L. Borona, Lieut. L. B. Bonham, Mrs. A. J. Banchot, Mr. J. L. Barrow, Mr. J. N. Bulkley, Mr. B. G. Butler, Mr. Chas. A. Clark, Mr. J. H. Congdon, Mrs. C. B. Congdon, Mrs. C. L. Colby, Mr. and Mrs. A. Emilio, Mrs. A. Drury, Mr. L. Delburgo, Miss W. R. Edkins, Mrs. E. Byler, Mr. C. L. Fraizier, Mr. G. P. Fletcher, Mr. and Mrs. E. Frank, Mr. L. V. Finster, Mr. L. Frenson, Miss F. Friester, Mr. N. Fin, Mr. and Mrs. S. V. Ford, Mr. S. Flex, Mr. H. R. Tranz, Mrs. J. Galloway, Sister M. Gonzales, Mr. and Mrs. F. Gonzales, Mr. J. Husson, Mrs. M. Husson, Mr. E. M. Holden, Mr. E. Herrara, Mrs. H. W. Hiller, Mr. Geo. E. Hyde, Mr. and Mrs. H. Hamfeldt, Mr. S. E. Jackson, Mr. and Mrs. W. S. Jackson, Mr. A. Mruzeck, Mrs. E. Mruzeck, Mr. T. Mahkin, Mrs. M. Munch, Mr. J. Munch, Mr. and Mrs. H. Molden, Mr. P. B. Means, Mr. and Mrs. M. Maleni, Mr. O. Meister, Mr. W. R. Mcfarlane, Mr. and Mrs. A. Noon, Mr. G. F. Ober, Mr. and Mrs. H. E. Price, Miss E. Pearson, Mr. G. A. Reid, Mr. Harry Rosa, Mrs. G. Rugh, Mr. H. M. Swan, Mrs. E. L. Swan, Mr. T. W. Simmons, Mrs. L. S. Simmons, Mr. D. S. Saqui, Miss Silvina, Capt. C. E. Smith, Mrs. L. S. Shaplly, Mr. E. Terazaki, Mrs. M. Thebaut, Mr. B. D. Utter, Mr. C. N. Woodward, and Mrs. Weington.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 26th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	30.11	30 03	30 03
Temperature ...	63	58	64
Humidity ...	53	79	75
Wind Direction ...	East	East	East
" Force ...	5	4	4
Weather	b	b	o
Rain	—	—	—

Highest open-air Temperature on 25th 63
Lowest open-air Temperature on 26th...58

WEATHER REPORT.

February 26th, at 12.20.—No returns from Japan and Vladivostock. Pressure has increased slightly over the Philippines, and decreased slightly to moderately elsewhere; the anti-cyclone continues to move eastwards.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0·00 inch. Total since January 1st, 2.13 inches, against an average of 2·97 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	East winds, moderate; cloudy, some rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

FEBRUARY 26TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30 03	40	89	SE	1	bf
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30 09	43	76	SE	4	o
Cutzlaff	"	30.13	44	68	S	6	o
Sharp Peak	"	30.03	50	82	W	1	b
Amoy	"	30 13	52	88	NE	2	b
Swatow	"	—	—	—	—	2	b
Taihoku	6 a.	30 08	50	78	ESE	2	b
Taichu	"	30.07	55	—	—	0	o
Tainan	"	30.06	55	—	NE	2	b
Koshun	"	30.07	63	—	NE	2	o
Pescadores	"	30 07	61	—	N	4	b
Canton	6 a.	30.04	56	67	ESE	1	o
Hongkong	"	30 03	58	79	E	4	b
Gap Rock	"	30 01	—	—	ENE	5	o
Macao	"	29.99	59	85	ESE	2	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.98	63	88	—	0	o
Tourane	"	29.97	68	—	SW	2	b
Cape St. James	"	29 86	75	—	E	4	o
Aparri	6 a.	30 00	64	82	SE	2	b
Dagupan	"	—	—	—	—	—	—
Manila	"	29 91	68	88	—	0	b
Legaspi	"	29 91	73	93	NE	4	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.86	73	82	NE	4	b
Surigao	"	29.85	79	73	NNE	1	o
Guam	4.20	29.84	—	—	NE	1	o
Lapuan	6 a.	29.97	80	91	NE	1	b

C. W. JENWRIES, *Chief Assistant.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN in inches, t tenths and hundreds.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

Destination	Vessel's Name	Flag & Rig	Berth	Captain	For Freight Apply to	To be Despatched
MARSEILLES & LONDON via SPORE, P'ANG &c	NELLORE	Brit. str.	—	...	P. & O. S. N. Co.	About 9th Apr.
LONDON	CELEBES MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 9th Mar.
GENOA	BUEMA MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 3rd Mar.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	KOBBA MARU	Jap. str.	—	...	TOYO KISEN KAISHA	To-morrow,
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	VENEZUELA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 26th Mar.
SAN FRANCISCO via SHANGHAI JAPAN &c	NANKING	Am. str.	—	...	CHINA MAIL S.S. Co., LTD.	On 27th Mar.
NEW YORK via PANAMA CANAL	BLOEMFONTEIN	Brit str.	—	...	THE BANK LINE LIMITED	To-morrow.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	AFRICA MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 1st Mar., at 1 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	FUSHIMI MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 22nd Mar., at 11 A.M.
VANCOUVER via SHANGHAI, JAPAN &c.	EMPRESS OF RUSSIA	Brit. str.	—	...	CANADIAN PACIFIC O. S. LD.	On 13th Mar.
AUSTRALIAN PORTS	LUZON MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	Middle of Mar.
BUENOS, AIRES, RIO DE JANEIRO, &c.	HIMALAYA MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	End of Mar.
VAL PARAISO via JAPAN, HONOLULU, SAN F'CISCO &c.	ANYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 21st Mar.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap str.	—	...	NIPPON YUSEN KAISHA	On 31st Mar., at 11 A.M.
SHANGHAI	SUIYANG	Brit. str.	—	...	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	LOKSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD.	On 1st Mar., at 8 A.M.
SHANGHAI	CHENAN	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 1st Mar., at 3 P.M.
SHANGHAI	ANDRE LEBON	Fren. str.	—	...	MESSAGERIES MARITIMES	About 1st Mar.
SHANGHAI via SWATOW	WINGSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD.	On 2nd Mar., at D'light.
SHANGHAI	TEAN	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 4th Mar., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHIDZUOKA MARU	Jap str.	—	...	NIPPON YUSEN KAISHA	On 19th Mar., at 11 A.M.
HAIPHONG	KAIFONG	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 6th Mar., at 10 A.M.
TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	To-day at 9 A.M.
KEELUNG via SWATOW & AMOY	AMAKUSA MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 2nd Mar., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	A. E. Hodgins	JOUGLAS LAPRAIK & Co.	On 28th inst., at 1 P.M.
SWATOW & SINGAPORE	TAMING	Brit. str.	—	...	BUTTERFIELD & SWIRE	To-d y, at 10 A.M.
MANILA	YUENSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD.	To-morrow at 3 P.M.
STRAITS & CALCUTTA	YATSHING	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD.	On 4th Mar., at 3 P.M.
CULCUTTA via SPORE, P'ENG & RANGOON	AKITA MARU	Jap. str.	—	...	NIPPON YUSEN KSAIHA	Beginning of Mar.
SANDAKAN	MAUSANG	Brit. str.	—	...	JARDINE, MATHESON & Co, LTD.	On 8th Mar., at Noon,
BOMBAY via STRAITS & COLOMBO	DILWARA	Brit. str.	—	...	P. & O. S. N. Co.	About 17th Mar.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	YUBARI MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	Beginning of Mar.
BOMBAY, COLOMBO	BUEMA MARU	Jap str.	—	...	OSAKA SHOSEN MARU	On 3rd Mar.
MASCARA	TJILATJAP	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	About 8th Mar

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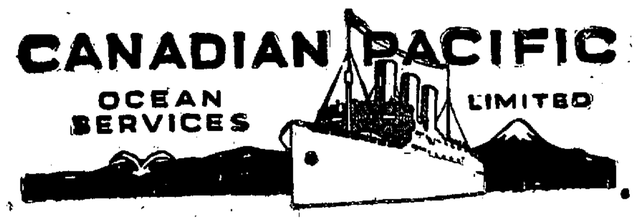
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"EMPRESS OF ASIA"	27th March.	14th April.
"MONTEAGLE"	5th April.	29th April.
"EMPRESS OF RUSSIA"	24th April.	12th May.
"EMPRESS OF JAPAN"	7th May.	28th May.
"EMPRESS OF ASIA"	22nd May.	9th June.
"MONTEAGLE"	10th June.	4th July.
"EMPRESS OF RUSSIA"	19th June.	7th July.
"EMPRESS OF JAPAN"	2nd July.	23rd July.
"EMPRESS OF ASIA"	17th July.	4th August.
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For	Steamers	To Sail
MANILA	"YUENSANG"	Fri., 28th Feb 3 p.m.
SHANGHAI	"LOKSANG"	Sat., 1st Mar. 8 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Sun., 2nd Mar. D'light.
STRAITS & CALCUTTA	"YATSHING"	Tues., 4th Mar. 3 p.m.
MANILA	"LOONGSANG"	Fri., 7th Mar. 3 p.m.
SANDAKAN	"MAUSANG"	Sat., 8th Mar. Noon.

CALCUTTA LINE:—This Line is temporarily disorganised owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAISANG" and "VITIM," Calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

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For Freight or passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 12.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO., M. HASHIMOTO, General Agents. 107

Telephone No. 2106

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA," 14,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA"	Mar. 20th, 1919
S.S. "ECUADOR"	Apr. 23rd, 1919.
S.S. "COLOMBIA"	May 21st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all outside and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the Pacific Coast Steamship, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 143 COMPANY'S OFFICE in Alexander Building

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

or to Reiss & Co., Canton. 42

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SINGAPORE	"TAMING"	On 27th Feb. 10 A.M.
SHANGHAI	"SUIYANG"	On 27th Feb. Noon.
SHANGHAI	"CHENAN"	On 1st Mar. 3 P.M.
SHANGHAI	"TEAN"	On 4th Mar. 4 P.M.
SHANGHAI	"KAIFONG"	On 6th Mar. 10 A.M.
HAIPHONG	"SUNNING"	On 6th Mar. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents 4

TELEPHONE 86

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN" | Capt. A. H. Stewart | FRIDAY, 28th Feb. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

Freight or Passage apply to DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO

STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT, MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
	1919		
NORE...			
NOVARA			
NELLORE	9th April.	15th May	24th May.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA...	17th March.	2nd April.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI Only.
DILWARA	3rd March.	Shanghai, Moji & Kobe.
NELLORE	11th March.	

Tickets Interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
		tons	
SHANGHAI, KOBE & YOKOHAMA ...	* SHIDZUOKA MARU	12,520	...WED. 19th Mar. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA ...	* NIKKO MARU	9,600	...MON. 31st Mar. at 11 A.M.
SHANGHAI, and KOBE	BENTEN MARU	...	—— Beginning of March.
LONDON or LIVERPOOL, VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	† § KITANO MARU	——	SAT. —— Mar. at 11 A.M.
MELBOURNE VIA MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY	TANGO MARU	3,760	...WED. 26th Mar. at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL ...			
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	YUBARI MARU	8,000	Beginning of March.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	† AKITA MARU	8,000	Beginning of March.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG. VICTORIA. B.C.. SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† FUSHIMI MARU SAT., 22nd Mar...at 11 A.M.
‡ † SUWA MARU MON., 5th May, at 11 A.M.

‡ Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 291 and 292.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	... 28th Feb., From Y'HAMA.
SHINYO MARU	22,000	... 5th Mar.
PERSIA MARU	8,000	... 27th Mar.
KOREA MARU	20,000	... 22nd April, From Y'HAMA.
NIPPON MARU	11,000	... 29th April, From Y'HAMA.
SIBERIA MARU	20,000	... 22nd May, From Y'HAMA.
TENYO MARU	22,000	... 3rd May.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	... Mar. 21st.
SEIYO MARU	14,000	... May 3rd.
KIYO MARU	17,500	... July, 12th

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

TELEPHONES 2374 and 2375. [44

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI.

SERVICE TO AND FROM EUROPE.

FOR SHANGHAI.

"ANDRE LEBON" On or about Mar. 1st.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740. [8

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON—Monthly direct service via Singapore and Port Said.
"CELEBES MARU" Sunday, 9th March.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.
"BURMA MARU" Monday, 3rd March.

MARSEILLES—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HIMALAYA MARU" End of March.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" Monday, 3rd March.

BATAVIA, SOURABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"LUZON MARU" Middle of March.

VICTORIA, VANCOUVER, SEATTLE, TACAMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" Saturday, 1st March, at 1 P.M.
"MEXICO MARU" Monday, 17th March.

HAIPHONG—Three times a Month service.
"TAITOKU MARU" Friday, 28th February.

JAPAN PORTS—Nagasaki, Yokohama.
"DAIBOSHI MARU" Thursday, 27th February.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" Thursday, 27th February, at 9 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.
"AMAKUSA MARU" Sunday, 2nd March, at 10 A.M.
"KAIJO MARU" Sunday, 9th March, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745. 38

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO.

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" March 27th, 1919. "CHINA" April 24th, 1919

An unsurpassed high-class passenger service.

O. H. BENDER, Freight and Passenger Agent.
Prince's Buildings. The Hongkong Hotel. Tel. 247.

POST OFFICE NOTICE.

The French Post Office announces that it is now in a position to forward all classes of postal packets, EXCEPT PARCELS, addressed to Alsace and Lorraine.

Such packets may accordingly be posted in the ordinary way.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

INWARD MAILS.

From	Per	Due.
Straits	*Dilwara*	1st Mar.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

For	Per	Date
Swatow and *Straits	*Taming*	Thursday, 27th, 9.00 A M
Fort Bayard, Hoihow and Haiphong	*Song Ma* ..	Thursday, 27th, 9.00 A M
Haiphong	*Jade*	Thursday, 27th 10.00 A M
Shanghai and North China	*Suiyang* ...	Thursday, 27th 11.00 A M
Formosa via Takao	*Buson Maru* ..	Thursday, 27th, 5.00 P M
Swatow, Amoy and Foochow	*Haitan* ...	Friday. 28th, 1.00 P M
Philippine Islands	*Yuensang* .	Friday, 28th, 2.00 P M
	—: MARCH :—	
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and Europe via Victoria, B.C.	*Africa Maru*	Saturday, 1st, Registration 9.45 A M Letters 10.30 A M
Shanghai and North China	*Chenan*	Saturday, 1st, 2.00 P M
*Amoy, *Shanghai and *North China ...	*Tsimanoek* ..	Saturday, 1st, 5.00 P M
Swatow, Amoy, and Formosa via Keelung	*Amakusa Maru* ...	Sunday, 2nd, 9.00 A M
Shanghai and North China	*Tean* ..	Tuesday, 4th, 3.00 P M
Haiphong	*Kaifong*	Thursday, 6th, 9.00 A M
Shanghai and North China	*Sunning*	Thursday, 6th, 11.00 A M

* Superscribed correspondence only.

From Shcungwan Western Branch P. O.

For	On Week-days	On Sunday	On Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Cantonand Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 A.M.
Tai Ping Tung	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	9.30 P.M.	6.00 P.M.
Kaukong...	6.00 P.M.	6.00 P.M.	6.00 P.M.
	6.00 P.M. Except Saturday	6.00 P.M.	6.00 P.M.
Wuchow	4.00 P.M	10.00 A.M.	4.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

COMERCIAL.

OPENING QUOTATIONS.

	February 26th.
On London.—	
Telegraphic Transfer	3/1
Bank Bills, on demand ...	3/1⅛
Bank Bills, at 30 days' sight ...	3/1⅛
Bank Bills, at 4 months' sight ...	3/1⅛
Credits, at 4 months' sight ...	3/1⅛
Documentary Bills, 4 months' sight	3/1⅛
On Paris.—	
Bank Bills, on demand	40⅞
Credits, at 4 months' sight ...	41⅛
On New York.—	
Bank Bills, on demand	73½
Credits, at 60 days' sight	—
On Bombay —	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand ...	142
On Manila.—On demand—Pesos ...	149
On Singapore.—On demand ...	131
On Batavia.—On demand	177
On Haiphong.—On demand... ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand ...	57½
Sovereigns, Bank's Buying Rate ...	$ 6.35 n.
Gold Leaf, 100 fine, per tael	$45.00
Bar Silver per oz.	47⅞d.

FORTHCOMING EVENTS

TO-NIGHT.—

9.15 p.m.—Vanity Fair at Theatre Royal.
9.15 p.m.—Victoria Theatre.
9.15 p.m.—Coronet Theatre.

TO-MORROW.

Noon—Hongkong Hotel Co., Ltd., (Extraordinary General Meeting.
12.15 p.m.—Hongkong Hotel Co., Ltd., Meeting of Shareholders.

Saturday, March 1st:—
Hongkong Races—Off Day.
Tuesday, March 4th:—
Noon—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.

PALACE HOTEL, KOWLOON, Corner of Haiphong and Hankow Roads.

Tel. K. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS. TERMS MODERATE.

Special Arrangement for Families on Application to:

J. H. OXBERRY, Proprietor.

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THE CIGARETTES WITH THE PEDIGREE

"THREE CASTLES"

THE NEW SIZED

"THREE CASTLES"

SUPER MAGNUMS.

The big brothers of the "Three Castles" family.

Sold in patent air-tight tins containing 50 Cigarettes.

ON SALE AT ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., Ltd.

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC.

(1915).

SUBSCRIBERS to the above LOAN are hereby notified that Redemption of the Bonds Drawn at Peking on the 27th January last will begin on the 17th February, 1919.

Payment in cash or its equivalent will be made at the BANK OF CHINA and BANK OF COMMUNICATIONS or any of the Branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Any Bond of which the following are the two terminal numbers, namely 01, 04, 14, 18, 22, 24, 37, 48, 56, 66, 69, 72, 78, 81, 98, is a Drawn Bond.

F. A. AGLEN,
Inspector-General of Customs.
[377

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC.

(1915).

IN connection with the First Drawing of the above LOAN, holders of Drawn Bonds are requested to note that Coupon No. 8, maturing on the 12th April, 1919, will be available for payment to the extent of TWO-THIRDS of its value any time on or after the 17th February, 1919. The remaining third of the value will be held to represent the unexpired period from date of Redemption to date of maturity and no claim for interest will be admitted in respect thereto.

F. A. AGLEN,
Inspector-General of Customs.
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NOTICE.

BANK OF CHINA, HONGKONG.

UNDER instructions from Head Office, Peking, a Branch of the above Bank has this day been established in Hongkong at Nos. 20 and 21, Connaught Road, and the following Officers have been appointed and authorised to Sign on behalf of the Bank.

Mr. TSUYEE PEI, Manager.
Mr. D. R. McEUEN, Sub-Manager.
Mr. LI HSI YIN, Assistant Manager.

Hongkong, February 24th, 1919. [85

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,279,800
Reserve Funds	$ 3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien, Niulansan. Hsuanhua. (CHIHLI): Tientsin, Paotinfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Cholushsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Heho, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wuxih, Hsuchowfu, Tungchow, (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaosbing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSI): Nanchang, Kiukiang, Kanchowfu, Chintonchen, Chian. (ANWHEI): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating, Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakintao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.

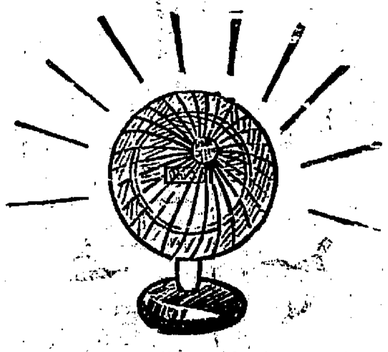
Hongkong, February 24th, 1919.

ELECTRICAL FITTINGS

For the latest types of Lamps and Radiators.

Visit our Electrical Show Room at 14, Des Vœux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "Brascolite" Fitting.



The cool season will soon be on us, so book your order in time for an economical and cheerful "Majestic" Radiator.

WILLIAM C. JACK & CO., LTD.

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BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	„ 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE, Acting Manager.

Hongkong, October 31st, 1918. 109

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital	Francs 45,000,000
Paid Up „ ... „	22,500,000
(1/3 of the Capital, i.e., Francs	15,000,000

subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: André Berthalot
General Manager: A. J. Pernotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Peking	
Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock

BANKERS:

In FRANCE: Société Général pour favoriser le Developpement du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & Parr's Bank, Ltd. London Joint City & Midland Bank Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

L. ROUT DE JOURNEL, Manager.

HONGKONG BRANCH, Queen's Building, 9, Chater Road. Tel 2440.

Established September 24th, 1918. [85

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid-up)...	„ 25,000,000
Reserve Funds	„ 5,680,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

CAPITAL AND COUNTIES BANK, LONDON AND SOUTH-WESTERN BANK, PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA, Manager.

HONGKONG BRANCH, 3, Des Vœux Road.

Hongkong, January 22nd, 1919. [52

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, November 2nd 1914. 10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund	£2,000,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, May 16th, 1917. [64

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

J. A. PLUMMER, Esq.—Chairman.
E. V. D. PARR, Esq.—Deputy Chairman.
A. H. Compton, Esq. | Hon. Mr. P. H. Holyoak
Hon. Mr. S. H. Dodwell. | Hon. Mr. D. Landale
G. T. M. Edkins, Esq. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
„ 6 „ 3 „ „ „ „
„ 12 „ 4 „ „ „ „

N. J. STABB, Chief Manager

Hongkong, February 24th, 1919. 9

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed „	1,125,000
Paid-up „	562,500
Reserve Fund „	650,000

Bankers:

THE BANK OF ENGLAND.

THE LONDON JOINT STOCK BANK, LIMITED.

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	KualaLumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Acting Manager.

No. 7, Queen's Road Central, Hongkong, December 28th, 1916. [54

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